

ASRS Database Report Set

Commuter and Corporate Flight Crew Fatigue Reports

Report Set Description.....A sampling of reports referencing Commuter and Corporate flight crew fatigue issues and duty periods.

Update Number5.0

Date of UpdateJuly 27, 2000

Number of Records in Report Set50

Number of New Records in Report Set.....29

Type of Records in Report SetFor each update, new records received at ASRS will displace a like number of the oldest records in the Report Set, with the objective of providing the fifty most recent relevant ASRS Database records. Records within this Report Set have been screened to assure their relevance to the topic.

MEMORANDUM FOR: Recipients of Aviation Safety Reporting System Data
SUBJECT: Data Derived from ASRS Reports

The attached material is furnished pursuant to a request for data from the NASA Aviation Safety Reporting System (ASRS). Recipients of this material are reminded of the following points, which must be considered when evaluating these data.

ASRS reports are submitted voluntarily. The existence in the ASRS database of reports concerning a specific topic cannot, therefore, be used to infer the prevalence of that problem within the National Airspace System.

Reports submitted to ASRS may be amplified by further contact with the individual who submitted them, but the information provided by the reporter is not investigated further. Such information may or may not be correct in any or all respects. At best, it represents the perception of a specific individual who may or may not understand all of the factors involved in a given issue or event.

After preliminary processing, all ASRS reports are de-identified. Following de-identification, there is no way to identify the individual who submitted a report. All ASRS report processing systems are designed to protect identifying information submitted by reports, such as, names, company affiliations, and specific times of incident occurrence. There is, therefore, no way to verify information submitted in an ASRS report after it has been de-identified.

The National Aeronautics and Space Administration and its ASRS contractor, Battelle Memorial Institute, specifically disclaim any responsibility for any interpretation which may be made by others of any material or data furnished by NASA in response to queries of the ASRS database and related materials.

Linda J. Connell, Director
Aviation Safety Reporting System

CAVEAT REGARDING STATISTICAL USE OF ASRS INFORMATION

Certain caveats apply to the use of ASRS statistical data. All ASRS reports are voluntarily submitted, and thus cannot be considered a measured random sample of the full population of like events. For example, we receive several thousand altitude deviation reports each year. This number may comprise over half of all the altitude deviations that occur, or it may be just a small fraction of total occurrences. We have no way of knowing which.

Moreover, not all pilots, controllers, air carriers, or other participants in the aviation system, are equally aware of the ASRS or equally willing to report to us. Thus, the data reflect **reporting biases**. These biases, which are not fully known or measurable, distort ASRS statistics. A safety problem such as near midair collisions (NMACs) may appear to be more highly concentrated in area "A" than area "B" simply because the airmen who operate in area "A" are more supportive of the ASRS program and more inclined to report to us should an NMAC occur.

Only one thing can be known for sure from ASRS statistics—they represent the **lower measure** of the true number of such events that are occurring. For example, if ASRS receives 300 reports of track deviations in 1993 (this number is purely hypothetical), then it can be known with certainty that at least 300 such events have occurred in 1993.

Because of these statistical limitations, we believe that the **real power** of ASRS lies in the **report narratives**. Here pilots, controllers, and others, tell us about aviation safety incidents and situations in detail. They explain what happened, and more importantly, **why** it happened. Using report narratives effectively requires an extra measure of study, the knowledge derived is well worth the added effort.

For text on the strengths and limitations of incident data, the process of using incidents for human factors evaluations, statistical analysis methods and other sources of incident data, see:

Chappell, S.L. (1994). Using voluntary incident reports for human factors evaluations. In N. Johnston, N. McDonald & R. Fuller (Eds.), *Aviation Psychology in Practice*. Aldershot, England: Ashgate.

Time

Date : 199712
Day : Thu
Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : FMN
State Reference : NM
Altitude.MSL.Bound Lower : 9500
Altitude.MSL.Bound Upper : 10000

Environment

Flight Conditions : IMC

Aircraft / 1

Controlling Facilities.ARTCC : ZDV
Make Model : Beech 1900

Person / 1

Function.Flight Crew : First Officer
Experience.Flight Time.Total : 3500
Experience.Flight Time.Last 90 Days : 250
Experience.Flight Time.Type : 950
ASRS Report : 389760

Person / 2

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 2800
Experience.Flight Time.Last 90 Days : 270
Experience.Flight Time.Type : 2500
ASRS Report : 389408

Person / 3

Function.Controller : Radar

Events

Anomaly.Altitude Deviation : Excursion From Assigned Altitude
Anomaly.Inflight Encounter : Weather
Anomaly.Non Adherence : Clearance
Independent Detector.Other.ControllerA : Unspecified
Resolatory Action.Controller : Issued New Clearance
Resolatory Action.Other : Controller Intervened

Narrative :

NIGHT, IFR CLRNC OUT OF DRO, FLEW PUBLISHED IFR DEP PROC OUT OF THIS NON TWRED ARPT (ON WAY TO FMN). CHKED IN WITH ZDV AT 10000 FT MSL (OUR ASSIGNED ALT). DIFFERENT CTLR VOICE THIS TIME (FEMALE). SHE ASKED WHAT APCH WE WANTED INTO FMN (SINCE IT WAS PARTIALLY IFR/VFR AT NIGHT). I, AS PNF, REQUESTED THE 10 DME ARC S TO THE ILS RWY 25 INTO FARMINGTON. SHE THEN SAID 'CLRED VIA V95 TO THE 10 DME ARC S TO ILS RWY 25 INTO FARMINGTON.' SHE MAY HAVE SAID MAINTAIN 10000 FT BUT NEITHER THE CAPT OR I CAN RECALL. WE FLEW V95, ENTERED THE 10 DME ARC WHERE PUBLISHED ALT ON IT IS 8500 FT MSL. WE STARTED TO DSND ON DOWN TO 8500 FT AND I CHKED IN WITH ATC AT 9500 FT WHILE DSNDING TO TELL HER WE WERE ON THE 10 DME ARC. SHE ASKED US IF WE WERE DSNDING. I SAID WE WERE DSNDING TO 8500 FT. SHE SAID WE WERE NOT CLRED FOR THE APCH AND THEN SHE CLRED US FOR THE ILS RWY 25 FMN. CAPT AND I UNDERSTOOD LAST CLRNC AS OK TO DO APCH. IT WAS SOMEWHAT AMBIGUOUS. THIS WAS OUR 11TH LEG OF THE DAY. WE WERE TIRED (FLEW FROM XB00 TO XP00) WITH ONLY TWO BREAKS ALL DAY. WE LANDED SAFELY AND DID THE APCH WITH NO PROBS. WE BOTH ASSUMED AND CHKED WITH EACH OTHER THAT WE WERE CLRED FOR APCH BUT DID NOT VERIFY WITH ATC. SUPPLEMENTAL INFO FROM ACN 389408: DAY WAS THE END OF A 5 DAY TRIP THAT INCLUDED, A NEW FO AND MANY APCHS DUE TO A STALLED LOW PRESSURE SYS OVER THE SW, WITH A SCHEDULED FLYING TIME OF 7 HRS AND 54 MINS, JUST 8 MINS LESS THAN THE LEGAL 8 HRS, NOT TO MENTION A DUTY TIME OF 13 HRS AND 25 MINS. THIS DAY THE FLT TIME RAN INTO 9 HRS AND 20 MINS WITH A DUTY DAY EXTENDING WELL PAST 15 HRS. ADD THE HOTEL SHUTTLE AND STRESS, WE WERE VERY TIRED. WE SHOT 9 ILS APCHS OUT OF 11 TOTAL LEGS. THE CTLRS WERE SHORT STAFFED AND WORKING MANY ACFT. OFTEN WE WENT FROM CTR TO TWR AND SIMPLY SKIPPED APCH CTL. I BELIEVE WE WERE LULLED INTO A FALSE SENSE OF JUST EXPECTING OUR CLRNC.

Synopsis :

A BE02 FLC, THINKING THAT THEY HAD BEEN CLRED FOR THE ILS RWY 25 APCH INTO FMN, NM, LEAVES THEIR ASSIGNED ALT OF 10000 FT FOR 8500 FT. FLT HAD BEEN CLRED, 'VIA THE 10 DME ARC S TO ILS RWY 25 INTO FMN.' CTLR ASKED THEM THEIR ALT AND AFTER SAYING THEY HAD NOT BEEN CLRED FOR THE APCH, GAVE APCH CLRNC.

Time

Date : 199801

Day : Mon

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : IAD

State Reference : DC

Altitude.AGL.Bound Lower : 0

Altitude.AGL.Bound Upper : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.TRACON : IAD

Controlling Facilities.Tower : IAD

Make Model : Jetstream 32

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 4300

Experience.Flight Time.Last 90 Days : 210

Experience.Flight Time.Type : 2500

ASRS Report : 390200

Person / 2

Function.Flight Crew : First Officer

Experience.Flight Time.Total : 1500

Experience.Flight Time.Last 90 Days : 270

Experience.Flight Time.Type : 420

ASRS Report : 391042

Person / 3

Function.Controller : Local

Person / 4

Function.Controller : Approach

Person / 5

Function.Oversight : Supervisor

Events

Anomaly.Incursion : Landing Without Clearance

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : FAR

Independent Detector.Other.Flight CrewA : Unspecified

Resolatory Action.None Taken : Detected After The Fact

Consequence.FAA : Reviewed Incident With Flight Crew

Narrative :

WE WERE ACR X ON THE VISUAL APCH TO IAD RWY 19R. MY FO WAS THE PF. WE WERE CLRED FOR THE RWY 19R VISUAL BY DULLES APCH CTL (FREQ 125.8). WHEN WE EXITED RWY 19R AND FLIPPED OUR RADIO SWITCH TO GND (121.9) WE REALIZED THAT THE ACTIVE FREQ WAS STILL 125.8 AND THAT WE HAD PROBABLY LANDED WITHOUT A CLRNC FROM IAD TWR. I HAD BEEN ON OVER 14 HRS DUTY AND MY FO WAS BTWN 15-16 HRS OF DUTY THAT DAY. ATC DID NOT COMPLAIN OR SAY ANYTHING WITH REGARD TO LNDG WITHOUT CLRNC. I, HOWEVER, TOOK IT UPON MYSELF TO CALL THE TWR AS SOON AS WE WERE ON THE GND. AS A PROFESSIONAL COURTESY I EXPLAINED THE EVENT TO THE SUPVR WHO ASSURED ME NO ONE WAS EVEN AWARE WE HAD LANDED WITHOUT A CLRNC AND THAT IT HAD NOT CAUSED ANY INCONVENIENCE. HE FURTHER STATED THAT THERE WAS NO INCIDENT OR NO CONCERN TO HAVE. SUPPLEMENTAL INFO FROM ACN 391042: DUTY DAY BEGAN FOR FO AT XA25 EST. AFTER 3 LEGS (SEGMENTS) THE ACFT WAS TURNED OVER TO MAINT FOR A FAULTY GAUGE (THE TIME WAS XH30 EST) THE MECHS ARRIVED AT XL00 EST TO FIX ACFT. BY XN30 THE ACFT WAS APPROVED FOR SVC AND SINCE THE REVENUE FLTS WERE CANCELED, THE COMPANY WANTED ME TO REPOSITION THE ACFT BACK TO IAD FROM BOS. THE FLT TIME WAS 1 HR 47 MINS FROM BOS TO IAD. THE FO WAS THE PF AND HAD BEEN ON DUTY FOR ALMOST 16 HRS BY THE TIME THE FLT ARRIVED AT IAD. THE FO (PF) AND THE CAPT (PNF) COMBINED HAD BEEN ON DUTY ALMOST 30 HRS. I FEEL THAT FATIGUE PLAYED A SIGNIFICANT PART IN CAUSING THIS FAR DEV. I BELIEVE REGARDLESS OF THE SIT, PUSHING ONESELF TO YOUR PHYSICAL LIMIT IS NOT ONLY FOOLISH, BUT DANGEROUS. I THINK EVEN THOUGH THE FO AND CAPT WERE LEGAL TO FLY THE TRIP, I BELIEVE THEY SHOULD NOT HAVE FLOWN IT.

Synopsis :

AFTER EXITING RWY, ACR FLC DETERMINE THAT THEY LANDED WITHOUT CLRNC. PIC CALLED TWR SUPVR WHO ADVISES THEY HAD NO PROB OR CONCERN. FLC STATE FATIGUE, DUE TO EXTRA LONG WORK DAY, CAUSED BY ACFT MAINT PROBS AND REPOSITIONING OF ACFT TO ANOTHER ARPT.

Time

Date : 199801
Day : Mon
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : DEN
State Reference : CO
Altitude.MSL.Bound Lower : 10600
Altitude.MSL.Bound Upper : 11000

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.TRACON : DEN
Make Model : Beech 1900

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 2400
Experience.Flight Time.Last 90 Days : 219
Experience.Flight Time.Type : 1985
ASRS Report : 391270

Person / 2

Function.Flight Crew : First Officer
Experience.Flight Time.Total : 2200
Experience.Flight Time.Last 90 Days : 170
Experience.Flight Time.Type : 200
ASRS Report : 391107

Person / 3

Function.Controller : Approach

Events

Anomaly.Altitude Deviation : Overshoot
Anomaly.Non Adherence : Clearance
Independent Detector.Other.ControllerA : Unspecified
Resolatory Action.Controller : Issued New Clearance
Resolatory Action.Other : Controller Intervened
Consequence.FAA : Investigated
Consequence.FAA : Reviewed Incident With Flight Crew

Narrative :

WE WERE CLRED THE LANDER ONE ARR INTO DENVER INTL. AT APPROX 30 DME TO DVV VOR WE WERE CLRED DIRECT DEN VOR AND WAS BEING STEPPED DOWN IN 1000 FT INCREMENTS. AT APPROX 7 DME AND AT 12000 FT TO DEN VOR WE WERE CLRED L TURN 180 DEGS AND DSND TO 10000 FT. MY FO MADE THE TURN AND I SELECTED 10000 FT IN THE ALT ALERTER AND WE BOTH POINTED TO IT AND AGREED 10000 FT. PASSING 10500 FT APCH ASKED OUR ALT. I RESPONDED 10500 FT FOR 10000 FT. THE CTLR STATED MAINTAIN 11000 FT. WE LEVELED AND BEGAN A CLB. I QUESTIONED HIM SAYING 'YOU CLRED US TO 10000 FT.' HE EXCLAIMED NO I DIDN'T. 3 SECONDS LATER HE SAID DISREGARD DSCNT AND MAINTAIN 10000 FT AND CONTACT APCH 123.85. WE HAD UNEVENTFUL ILS AND LDNG INTO DENVER. ON DEP OF OUR 4TH LEG OF THE DAY WE WERE ASKED TO CALL THE TRACON. THE CTLR SUPVR EXPLAINED THAT WE WERE CLRED TO 11000 FT ON THE AUDIO TAPES AND THAT WE HAD PENETRATED TWR'S AIRSPACE. I ASKED HER HOW THIS COULD HAPPEN. SHE GAVE ME A NEW UNDERSTANDING OF CLASS B AIRSPACE. THERE WERE MANY THINGS THAT CONTRIBUTED TO THIS INCIDENT. FIRST: ON THE DAY BEFORE WE TIMED OUT WITH 16 HRS OF DUTY, THEN REPOSITIONED THE ACFT 2 HRS TO OUR OVERNIGHT IN SAF. SECOND: WE ACCEPTED REDUCED REST (BY INVITE OF THE COMPANY). THIRD: WE HADN'T EATEN SINCE LATE THE PREVIOUS NIGHT. FOURTH: I'M A NEW CAPT OF 3 MONTHS AND NEW FO OF 6 MONTHS. FIFTH: WE WERE RUNNING 1 HR LATE DUE TO BAD WX IN DEN AND TRYING TO CATCH UP. SIXTH: SHOOTING MULTIPLE APCHS TO MINIMUMS FROM THE START OF THE PREVIOUS DAY UNTIL THE TIME OF INCIDENT. THINGS I FEEL COULD HELP PREVENT THIS IN THE FUTURE. FIRST: DON'T ACCEPT OR ELIMINATE FROM THE FARS REDUCED REST. SECOND: I WILL MAKE TIME TO EAT IN THE FUTURE. THIRD: IF THIS AIRSPACE HAS A PROB HOLD ALL TFC TO 12000 FT MSL UNTIL CLR OF TWR'S AIRSPACE DUE TO THE AUDIBLE CONFUSION OF 11000 FT AND 10000 FT. SUPPLEMENTAL INFO FROM ACN 391107: THE MOST IMPORTANT FACTOR AND POSSIBLY THE REMEDY TO AVOIDING THIS SIT FROM OCCURRING AGAIN IS THE ANNUNCIATION OF 10000 OR 11000 FT. 'ONE ZERO THOUSAND' AND 'ONE ONE THOUSAND' OR EVEN 'TEN THOUSAND' AND ELEVEN THOUSAND' SPOKEN OVER THE RADIO ARE OFTEN MISINTERPRETED. I NOTICED IN OTHER TRACONS (ABQ) THE CTLRS ANNUNCIATE 'ONE-ONE THOUSAND- ELEVEN THOUSAND' OR 'ONE ZERO THOUSAND-TEN THOUSAND' TO CLARIFY THE ASSIGNED ALT. THIS SHOULD BE COMMON PRACTICE AT ALL TRACONS.

Synopsis :

BE1900D ACFT ON ARR ROUTING, FLC HEARS CLRNC TO 10000 FT AND WHEN PASSING 10600 FT ATC INTERVENES AND TELLS THEM THEY WERE ONLY CLRED TO 11000 FT.

ACN: 392246

Time

Date : 199801

Day : Wed

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : CVG

State Reference : OH

Altitude.AGL.Bound Lower : 0

Altitude.AGL.Bound Upper : 0

Aircraft / 1

Controlling Facilities.Tower : CVG

Make Model : MU-2

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 3800

Experience.Flight Time.Last 90 Days : 150

Experience.Flight Time.Type : 500

ASRS Report : 392246

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Local

Events

Independent Detector.Other.Flight CrewA : Unspecified

Resolatory Action.None Taken : Detected After The Fact

Consequence.Other : Aircraft Damaged

Narrative :

AFTER HOLDING SHORT OF RWY 18L AT T6 INTXN AT CVG ARPT AWAITING TKOF CLRNC, A TKOF ROLL WAS INITIATED WHILE SIMULTANEOUSLY COMPLETING FINAL CHKLST ITEMS AND ALIGNING THE ACFT ON THE RWY. DURING THE TKOF ROLL WHILE PERFORMING PWR VERIFICATION AND THROTTLE SETTING, THUMPING NOISES WERE HEARD RESEMBLING THOSE NORMALLY ASSOCIATED WITH THE NOSEWHEEL ROLLING OVER RWY CTRLINE LIGHTS. AT OR SLIGHTLY AFTER ROTATION A LOUD THUMP WAS HEARD BUT THERE WAS NO INDICATION OF AN ACFT PROB SO TKOF AND CLBOUT WAS CONTINUED. AT THIS TIME I REALIZED THAT I HAD PROBABLY HIT ONE OR MORE RWY EDGE LIGHTS(?) WITH THE LNDG GEAR. AFTER LNDG AT AGC, MINOR DAMAGE WAS NOTICED TO THE L AND R FORWARD GEAR DOORS AND SPONSONS. CONTRIBUTING FACTORS, IN MY OPINION, INCLUDE FATIGUE, MOISTURE ON INSIDE WINDSHIELD SURFACE, AND INATTENTION TO 'OUTSIDE THE ACFT RESPONSIBILITIES.' A CLRRER PRESENTATION OF TXWYS, HOLD SHORT LINES, ETC, MIGHT HAVE BEEN OF HELP AS WELL, ESPECIALLY IN LATE NIGHT AND/OR LOW VISIBILITY CONDITIONS.

Synopsis :

FLC OF MU2 MAKES AN INTXN TKOF AND ROLLS OVER RWY EDGE LIGHTS. MINOR DAMAGE TO GEAR DOORS AND SPONSONS.

Time

Date : 199802

Day : Mon

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : CGI

State Reference : MO

Altitude.AGL.Bound Lower : 0

Altitude.AGL.Bound Upper : 0

Environment

Flight Conditions : IMC

Aircraft / 1

Controlling Facilities.Tower : CGI

Make Model : Jetstream 32

Person / 1

Function.Flight Crew : First Officer

Experience.Flight Time.Total : 3500

Experience.Flight Time.Last 90 Days : 200

Experience.Flight Time.Type : 700

ASRS Report : 393985

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 4000

Experience.Flight Time.Last 90 Days : 250

Experience.Flight Time.Type : 250

ASRS Report : 394550

Person / 3

Function.Controller : Local

Events

Anomaly.Incursion : Landing Without Clearance

Anomaly.Non Adherence : Clearance

Independent Detector.Other.Flight CrewA : Unspecified

Resolatory Action.None Taken : Detected After The Fact

Narrative :

ON AN INST APCH INTO CGI WE WERE TOLD TO RPT FAF INBOUND. WE FAILED TO CALL INBOUND AND DID NOT RECEIVE A CLRNC TO LAND. WE DID NOT REALIZE THIS UNTIL WE WERE ROLLING OUT AFTER LNDG. THIS WAS THE SECOND TRIP TO CGI ON A SCHEDULED 15 HR DUTY DAY THAT WAS PRECEDED BY A SCHEDULED REDUCED REST. I BELIEVE CONTRIBUTING FACTORS TO THIS EVENT WERE THE REDUCED REST AND PLT FATIGUE. OUR COMPANY WILL SCHEDULE A REDUCED REST THE FIRST NIGHT OF A TRIP TO BE FOLLOWED BY A 15 HR DUTY DAY WITH 8 LEGS. I FEEL THIS WAS NOT THE INTENT OF THE REST REQUIREMENTS. REDUCED REST SHOULD BE USED WHEN CREWS ARE DELAYED DUE TO WX OR OTHER UNCTLABLE FACTORS, NOT AS A LEGAL MEANS FOR ABUSING PLT'S REST. 8 HRS OF REST TRANSLATES INTO 5 HRS OF SLEEP -- NOT NEARLY ENOUGH WHEN YOU FLY AS MANY LEGS WITHOUT AN AUTOPLT AND WITH A DUTY DAY OF 15 HRS. PLEASE HELP US GUYS OUT AND CHANGE THE REGS SO THEY CAN'T SCHEDULE REDUCED REST. SUPPLEMENTAL INFO FROM ACN 394550: I FEEL THAT IF OUR COMPANY USED REDUCED REST AS IT IS SUPPOSED TO BE USED (REDUCED REST IS SO WHEN UNCTLED CIRCUMSTANCES CAUSE YOU TO FINISH LATE YOU CAN STILL LEAVE ON TIME IN THE MORNING), THIS LNDG WITHOUT A CLRNC WOULD HAVE BEEN AVOIDED.

Synopsis :

FLC OF BAE3201 IS CLRED TO RPT AT FAF. THEY DO NOT CALL INBOUND AND LAND WITHOUT CLRNC. PROB ATTRIBUTED TO FLC BEHAVIOR FATIGUE DUE TO SCHEDULING OF REDUCED REST PERIODS AND 15 HR DUTY DAYS.

Time

Date : 199802

Day : Mon

Local Time Of Day : 1801 To 2400

Place

Locale Reference.ATC Facility : PZD

State Reference : GA

Altitude.MSL.Bound Lower : 14800

Altitude.MSL.Bound Upper : 16000

Environment

Flight Conditions : IMC

Aircraft / 1

Controlling Facilities.ARTCC : ZTL

Make Model : Brasilia EMB-120 All Series

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 5250

Experience.Flight Time.Last 90 Days : 90

Experience.Flight Time.Type : 3300

ASRS Report : 394221

Person / 2

Function.Flight Crew : First Officer

Experience.Flight Time.Total : 5300

Experience.Flight Time.Last 90 Days : 250

Experience.Flight Time.Type : 3000

ASRS Report : 394380

Person / 3

Function.Controller : Radar

Events

Anomaly.Altitude Deviation : Excursion From Assigned Altitude

Anomaly.Non Adherence : Clearance

Independent Detector.Other.Flight CrewA : Unspecified

Resolatory Action.Flight Crew : Became Reoriented

Resolatory Action.Flight Crew : Returned to Intended Course or Assigned Course

Narrative :

LEVEL AT 15000 FT, ZTL CLRED US PLT'S DISCRETION TO 11000 FT AND GAVE US THE NEW ALTIMETER SETTING. THE FO SET 11000 FT IN THE ALT SELECT WINDOW. WHEN I PUT THE NEW ALTIMETER SETTING IN THE KOLSMAN WINDOW, I NOTICED WE WERE AT 14800 FT. I WANTED TO STAY AT 15000 FT LONGER DUE TO CLOUD TOPS, SO WITH THE AUTOPLT ENGAGED, I HIT THE 'CLB' MODE, EXPECTING IT TO CLB TO 15000 FT. WITH 11000 FT IN THE ALT SELECT WINDOW, THE AUTOPLT JUST CONTINUED CLBING. AT THE TIME I HIT THE CLB MODE, THE FLT ATTENDANT CAME TO THE COCKPIT TO SEE IF WE NEEDED ANYTHING. AFTER THIS DISTR, THE FO CAUGHT US CLBING THROUGH 16000 FT. WE IMMEDIATELY DSNDED BACK TO 15000 FT. 7 HRS (7 YRS ALSO ON PREVIOUS DAY) OF IMC FLYING WITH MULTIPLE APCHS, 2 14-HR DUTY DAYS WITH A REDUCED REST THE PREVIOUS NIGHT, 3 ACFT SWAPS BTWN EACH OF THE 3 ROUND-TRIPS, PLUS NO BREAKS FOR FOOD WITH 1+ HRS OF TIME SPENT ON PHONE TO CREW SCHEDULING FOR CHANGES, CONTRIBUTED TO FATIGUE. SUPPLEMENTAL INFO FROM ACN 394380: AT THAT TIME THE FLT ATTENDANT CAME TO COCKPIT. I WAS LOOKING AT HER WHEN CAPT SELECTED 'CLB' MODE ON AUTOPLT TO GO UP TO 15000 FT. SOON I NOTICED A NOSE HIGH ALT AND LOOKED AT THE ALTIMETER TO SEE US GOING THROUGH 16000 FT. I IMMEDIATELY TOLD THE CAPT, HE DISENGAGED THE AUTOPLT AND DSNDED TO 15000 FT. THE FACTORS INVOLVED WERE FATIGUE AND DISTR. I HAD BEEN ON DUTY 12 HRS AT THE TIME AND THE CAPT WAS TIRED ALSO. THE DISTR OF THE FLT ATTENDANT ALSO CONTRIBUTED.

Synopsis :

AN EMBRAER 120 FLYING IN ZTL AIRSPACE RECEIVES PLT'S DISCRETION DSCNT TO 11000 FT. THE CAPT WANTS TO REMAIN AT 15000 FT A WHILE LONGER. HE DEPRESSES THE CLB BUTTON THINKING THE ACFT WOULD CLB ONLY 200 FT BACK TO 15000 FT. HOWEVER, HE DIDN'T CHK ALL THE OTHER INST SETTINGS, SO THE ACFT WAS ALLOWED TO CLB TO 16000 FT.

Time

Date : 199806

Day : Fri

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : LYH

State Reference : VA

Altitude.AGL.Bound Lower : 0

Altitude.AGL.Bound Upper : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : LYH

Make Model : Jetstream Series Commuter Acft

Component / 1

Aircraft Component : Wheels/Tires/Brakes

Aircraft Reference : X

Problem : Malfunctioning

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 3421

Experience.Flight Time.Last 90 Days : 220

Experience.Flight Time.Type : 1702

ASRS Report : 406544

Person / 2

Function.Flight Crew : First Officer

Person / 4

Function.Controller : Local

Events

Anomaly.Aircraft Equipment Problem : Critical

Anomaly.Other Anomaly : Loss Of Aircraft Control

Independent Detector.Other.ControllerA : Unspecified

Independent Detector.Other.Flight CrewA : Unspecified

Resolatory Action.Flight Crew : Declared Emergency

Resolatory Action.None Taken : Insufficient Time

Resolatory Action.Other : Unspecified

Narrative :

I WAS THE CAPT AND PF ON ACR FLT XXX FROM IAD TO LYH ON JUN/FRI/98. I WAS ASSISTED BY FO YYY, THE PNF. THE ACFT WAS J32, #ZZZ. THE FLT DEPARTED IAD ON AN IFR FLT PLAN. ON DSCNT INTO LYH, CTR CLRED US FOR THE VISUAL TO RWY 21 AFTER WE CALL THE FIELD IN SIGHT. WE WERE HANDED OFF TO LYH TWR. LNDG CHKS WERE COMPLETED AND TWR CLRED US TO LAND. WHEN WE WERE BTWN 500-800 FT AGL, TWR ASKED IF WE COULD MAKE TXWY D FOR TFC, BUT STATED IT WAS NOT REQUIRED. THE FO ACKNOWLEDGED THE CALL. LNDG WAS NORMAL AND IN THE TOUCHDOWN ZONE. AFTER THE FO CALLED 2 BETAS LIGHTS, I WENT INTO REVERSE. THEREAFTER, I MADE AN INITIAL BRAKE APPLICATION AND THE ACFT PULLED SLIGHTLY TO THE R. I RELEASED THE BRAKES AND DETERMINED WE WOULD NOT BE ABLE TO MAKE THE TXWY D TURNOFF. UPON FURTHER APPLICATION OF THE BRAKES, THE R BRAKE APPEARED TO LOCK AND WE VEERED MORE SEVERELY TO THE R. I WAS ALSO APPLYING L BRAKE AND L STEER WITH THE TILLER IN AN ATTEMPT TO COUNTERACT THE VEER TO THE R. HOWEVER, THERE WAS NO CHANGE IN DIRECTION. I GOT ON THE BRAKES HARDER BUT COULD NOT STOP BEFORE WE LEFT THE RWY SURFACE. AT THIS POINT I HAD TO TURN TO THE R TO AVOID HITTING THE TXWY SIGN. THE ACFT CAME TO A STOP. I CALLED FOR THE EMER EVAC MEMORY ITEMS AND SET THE PARKING BRAKE. WE CALLED FOR THE CRASH EQUIP. A JUMP-SEATING J32 CAPT CAME FORWARD AND SAID THE BACK WAS SECURE AND THAT HE HAD THE PAX UNDER CTL. THE FO AND I FINISHED SHUTDOWN IN THE COCKPIT, AND THEN HE BEGAN TO DEPLANE THE PAX. WE DEPLANED THE PAX AND THE FO KEPT THEM TOGETHER AND OFF THE RWY. I RETURNED TO THE COCKPIT AND REVIEWED THE QRH TO MAKE SURE THE NECESSARY STEPS WERE COMPLETE. THIS ALSO OCCURRED AFTER A 'REDUCED REST OVERNIGHT.' CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: THE ACFT SUSTAINED NO DAMAGE OF ANY KIND. THE R TIRES WERE NOT BLOWN NOR WERE THERE ANY FLAT SPOTS ON THEM. THE RWY WAS DRY. THE CAPT RPTS, IT IS COMMON KNOWLEDGE ON HIS AIRLINE THAT THE BAE3201 ACFT HAS MARGINAL TO POOR BRAKES. THE MOST COMMON PROB IS GRABBING BRAKES. THE CAPT ATTRIBUTES THIS TO MAINT NOT PROVIDING ANY MEANINGFUL CORRECTIVE ACTION WHEN BRAKES ARE WRITTEN UP FOR 'GRABBING.' IN FACT, IN THIS INCIDENT, EVEN THOUGH THE ACFT LEFT THE RWY, MAINT ONLY FOUND THE BRAKE SYS 'OK FOR SVC.' THE CAPT RPTED HE COMPLETELY RELEASED THE R BRAKE. MAX BRAKING ON THE L BRAKE AND APPROPRIATE NOSEWHEEL STEERING WERE UNABLE TO OVERCOME THE DRAGGING R BRAKE, WHICH CAUSED THEM TO LEAVE THE RWY.

Synopsis :

BAE3201 CREW EXPERIENCED THE ACFT DEPART THE RWY WHEN THEY ATTEMPTED TO MAKE A RWY TURNOFF REQUESTED BY THE TWR.

ACN: 408570

Time

Date : 199807

Day : Mon

Place

Locale Reference.Airport : ZZZ

State Reference : US

Altitude.AGL.Bound Lower : 0

Altitude.AGL.Bound Upper : 0

Aircraft / 1

Make Model : SF 340a

Person / 1

Function.Flight Crew : First Officer

Experience.Flight Time.Total : 2600

Experience.Flight Time.Last 90 Days : 240

Experience.Flight Time.Type : 1367

ASRS Report : 408570

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

Events

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.Flight CrewA : Unspecified

Resolatory Action.None Taken : Detected After The Fact

Narrative :

THIS EVENT IS REGARDING CREW REST. ON JUL/MON/98, THE CREW HAD JUST OVER 8 HRS OF REST INSTEAD OF THE REQUIRED 9 HRS. AS A FO, I WAS WITH THE CAPT WHEN HE CALLED SCHEDULING TO INQUIRE ABOUT OUR REST REQUIREMENT. THE CAPT, FLT ATTENDANT AND I THOUGHT WE NEEDED MORE REST, THEREFORE, DELAYING THE FLT IN THE MORNING. THE SCHEDULER AT AIRLINE SAID WE WERE ALL OK WITH 8 HRS OF REST. THE NIGHT BEFORE WE ALL HAD PROPER REST. BOTH THE CREW AND THE SCHEDULING DEPT DID NOT CONSIDER THE FLT HRS DURING A 24 HR PERIOD. AS A CREW WE DID NOT INQUIRE THE SCHEDULING DEPT AFTER HE SAID 8 HRS WAS FINE. I FEEL THE REASONS WE THE CREW DID NOT CONSIDER THE SIT LONGER WAS: 1) OUR LAST FLT WAS ONLY 30 MINS IN WHICH WE CHANGED TIME ZONES. FLEW FROM CENTRAL-EASTERN-BACK TO CENTRAL. I REMEMBER CONFUSION ABOUT TIME CHANGES. 2) CALLED SCHEDULING TO CONFIRM AND WAS NOT TOLD TO TAKE MORE REST, THEREFORE CLOSING THE ISSUE TOO QUICKLY. 3) DUTY DAY WAS 14 HRS AND 12 MINS. WE WERE AVOIDING TSTMS DURING THE EVENING. FATIGUE WAS A FACTOR. LATER, FINDING OUT, AIRLINE WAS UNABLE TO CATCH THE REQUIRED CREW REST BECAUSE WX CAUSED PROBS FOR THEIR COMPUTER SYS. AS A CREW WE SHOULD HAVE BEEN MORE RESPONSIBLE TO CATCH THIS MISTAKE. AIRLINE IS FILING A DISCLOSURE ON THIS.

Synopsis :

FLC OF AN SF340 SETTLE FOR AN 8 HR CREW REST PERIOD WHEN CREW SCHEDULING ADVISES THEM THAT THE 8 HRS IS OK.

Time

Date : 199808
Day : Sun
Local Time Of Day : 1801 To 2400

Place

Locale Reference.ATC Facility : CLE
State Reference : OH
Altitude.MSL.Bound Lower : 13000
Altitude.MSL.Bound Upper : 13500

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.ARTCC : ZOB
Make Model : Beech 1900

Component / 1

Aircraft Component : Cockpit Lighting
Aircraft Reference : X
Problem : Malfunctioning

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 3000
Experience.Flight Time.Last 90 Days : 160
Experience.Flight Time.Type : 1400
ASRS Report : 412060

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Radar

Events

Anomaly.Aircraft Equipment Problem : Less Severe
Anomaly.Altitude Deviation : Overshoot
Anomaly.Non Adherence : Clearance
Independent Detector.Other.ControllerA : Unspecified
Independent Detector.Other.Flight CrewA : Unspecified
Resolatory Action.Flight Crew : Became Reoriented
Resolatory Action.Flight Crew : Returned to Intended Course or Assigned Course
Resolatory Action.Other : Controller Intervened

Narrative :

WE DEPARTED CLEVELAND AT XA00 FOR A FLT TO SCRANTON, PA. ATC HAD BEEN CLBING US AT 1000 FT INCREMENTS SINCE 9000 FT AND THE LAST CLRNC WAS TO CLB TO 13000 FT FROM 12000 FT. WE FOLLOWED ALL COMPANY PROCS IN ALT CHANGES BY BOTH CREW MEMBERS ACKNOWLEDGING THE NEW ALT AND CALLING 1000 FT TO GO. IN THE CLB, I WAS DISTR BY MANY THINGS. I LET MYSELF GET DISTR BY PAYING TOO MUCH ATTN TO SOME TSTMS N OF LAKE ERIE THAT WERE NOT EVEN ON OUR RTE OF FLT. THE LIGHTNING WAS SPECTACULAR AND COVERED MUCH OF THE HORIZON. THE NEXT THING I HEARD WAS THE ALT ALERTER WHICH BROUGHT MY ATTN TO THE 13000 FT THAT WAS SET. I QUICKLY LOOKED AT MY ALTIMETER AND SAW 13500 FT, PULLED THE PWR BACK, AND DSNDDED BACK TO 13000 FT. AS I WAS DOING SO, ZOB ASKED US IF WE WERE AT 13000 FT BECAUSE HE WAS SHOWING US OFF BY 500 FT AND TO CHK OUR ALTIMETER. THE OTHER DISTR IN THE COCKPIT WAS LACK OF ADEQUATE LIGHTING. AFTER TKOF WE HAD SEVERAL PANEL BACK LIGHTING OUTAGES THAT MADE IT VERY DIFFICULT TO READ THE SWITCH LABELS. THE CAPT'S SUBPANEL, FO'S SUBPANEL, OVERHEAD PANEL AND FUEL PANEL BACKLIGHTING ALL WENT OUT ONE AT A TIME. WE WERE CHKING BREAKERS AND RHEOSTATS TO FIND THE PROB. THE AIRPLANE WAS GNDDED FOR NIGHT FLYING AT AVP DUE TO INADEQUATE COCKPIT LIGHTING (MEL). I ALSO HAD ONLY 3 HRS SLEEP IN THE LAST 24 HRS SINCE I HAD TO TAKE MY BABY SON (3 MONTHS OLD) TO THE HOSPITAL THE NIGHT BEFORE. HE WAS SCREAMING AND CRYING FOR 2 HRS NONSTOP AND WAS SICK. FATIGUE DEFINITELY PLAYED A FACTOR.

Synopsis :

A BEECH 02 FLC IS DISTR BY LIGHTNING ON THE OUTSIDE AND LACK OF LIGHTING IN THE COCKPIT, RESULTING IN AN ALT OVERSHOOT IN ZOB AIRSPACE.

Time

Date : 199810

Day : Sun

Local Time Of Day : 0601 To 1200

Place

Locale Reference.ATC Facility : BYP

State Reference : TX

Altitude.MSL.Bound Lower : 11000

Altitude.MSL.Bound Upper : 12000

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.ARTCC : ZFW

Make Model : Commercial Fixed Wing

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 9600

Experience.Flight Time.Last 90 Days : 150

Experience.Flight Time.Type : 150

ASRS Report : 415960

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Radar

Events

Anomaly.Altitude Deviation : Excursion From Assigned Altitude

Anomaly.Non Adherence : Clearance

Independent Detector.Other.ControllerA : Unspecified

Resolutory Action.Controller : Issued New Clearance

Narrative :

WAS IN A DSCNT TO DFW ON THE BONHAM ARR. WE LEVELED AT 11000 FT AND I DECIDED TO USE THE RESTROOM BEFORE WE GOT BUSY. I WENT TO THE RESTROOM AND CAME BACK. I WAS GETTING BUCKLED IN AND PUTTING ON MY HEAD SET AND HEARD THE CTLR CALL AND ASK IF WE WERE AT 12000 FT. WE WERE JUST LEVELING OFF AT 12000 FT. I SAID YES. HE SAID 'I TOLD YOU TO DSND TO 10000 FT.' I LOOKED AT MY FO AND ASKED HIM WHAT IS GOING ON. HE TOLD ME HE THOUGHT HE WAS TOLD TO CLB TO 12000 FT. THE CTLR THEN TOLD US TO MAINTAIN 12000 FT AND NOTHING MORE WAS SAID. MY FO MISUNDERSTOOD AND CLBED WHEN HE SHOULD HAVE DSND. UNFORTUNATELY, I WAS NOT THERE TO CATCH THE MISTAKE. THE ONLY FACTOR THAT I CAN SEE THAT MAY HAVE CAUSED THIS (OTHER THAN MY BEING IN THE RESTROOM) WOULD HAVE BEEN FATIGUE. WE WERE ON THE LAST DAY OF A 3-DAY TRIP AND HAD BEEN DEALING WITH TSTMS AND DELAYS FOR 2 DAYS AND WE WERE BOTH TIRED. UNFORTUNATELY IT MAY HAVE CAUSED A DEV.

Synopsis :

LTT FO CLBED THE ACFT TO 12000 FT WHEN HE WAS TO DSND TO 10000 FT.

Time

Date : 199810

Day : Thu

Local Time Of Day : 1201 To 1800

Place

Locale Reference.ATC Facility : ATL

State Reference : GA

Altitude.MSL.Bound Lower : 9000

Altitude.MSL.Bound Upper : 9000

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.ARTCC : ZTL

Make Model : Commercial Fixed Wing

Person / 1

Function.Flight Crew : First Officer

Experience.Flight Time.Total : 2100

Experience.Flight Time.Last 90 Days : 200

Experience.Flight Time.Type : 1200

ASRS Report : 416420

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 5900

Experience.Flight Time.Last 90 Days : 140

Experience.Flight Time.Type : 6500

ASRS Report : 415827

Person / 3

Function.Controller : Radar

Events

Anomaly.Other Spatial Deviation : Track Or Heading Deviation

Anomaly.Non Adherence : Clearance

Independent Detector.Other.ControllerA : Unspecified

Resolutive Action.Flight Crew : Returned to Intended Course or Assigned Course

Resolutive Action.Controller : Issued New Clearance

Resolutive Action.Other : Controller Intervened

Narrative :

WHILE OPERATING FROM ROA TO ATL, I WAS TRACKING THE 041 DEG RADIAL OFF THE ATL VOR ON THE MACEY 2 ARR AND HAD BEEN GIVEN CLRNC TO HOLD AT MACEY INTXN. IT WASN'T UNTIL WE WERE ALREADY 8 MI PAST OUR HOLDING FIX THAT ZTL BEGAN TO QUESTION OUR COMPLIANCE WITH THE CLRNC. WE WERE ALREADY TRACKING THE INBOUND COURSE OF THE PUBLISHED HOLD, BUT FAILED TO TURN OUTBOUND WHEN XING THE FIX. ONCE NOTIFIED THAT WE HAD MISSED THE HOLD, WE IMMEDIATELY MADE A R TURN BACK TO THE FIX. BOTH THE CAPT AND MYSELF WERE FATIGUED AT THE TIME, BUT THE MAIN CAUSE OF THE NONCOMPLIANCE WAS DUE TO OUR INATTENTIVENESS DURING A COCKPIT CONVERSATION. WE WERE NOT IN STERILE COCKPIT, BUT WE SHOULD NOT HAVE LET A CONVERSATION GET IN THE WAY OF OUR DUTIES. HOWEVER, OUR NONCOMPLIANCE DID NOT CAUSE ANY CONFLICTS WITH OTHER ACFT. SUPPLEMENTAL INFO FROM ACN 415827: WE WERE ALREADY TURNING TO GO BACK TO ENTER THE HOLD AT 56 DME AND CTR TOLD US TO GO AHEAD AND TURN BACK TO ATL, NEVER MIND THE HOLD.

Synopsis :

ACR CREW OVERFLIES ASSIGNED HOLDING FIX IN ZTL AIRSPACE.

Time

Date : 199810

Day : Thu

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : DTW

State Reference : MI

Altitude.MSL.Bound Lower : 5000

Altitude.MSL.Bound Upper : 5300

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.TRACON : DTW

Make Model : SF 340a

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 4200

Experience.Flight Time.Last 90 Days : 230

Experience.Flight Time.Type : 318

ASRS Report : 417830

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Departure

Events

Anomaly.Altitude Deviation : Overshoot

Anomaly.Non Adherence : Clearance

Independent Detector.Other.Flight CrewA : Unspecified

Resolatory Action.Flight Crew : Returned to Intended Course or Assigned Course

Narrative :

I WAS FLYING WITH A BRAND NEW (GREEN) FO. TKOF WAS NORMAL. ATC TOLD US TO CLB AND MAINTAIN 5000 FT. 5000 FT WAS SELECTED IN THE ALT PRESELECTOR. THE 1000 FT PRIOR COMPANY CALL WAS SAID. I WAS FINISHING UP THE AFTER TKOF CHKLIST. THE FO FLEW THROUGH THE 5000 FT ASSIGNED ALT BY 250 FT TO 5250 FT. I HEARD THE WARNING CHORD, LOOKED UP AND IMMEDIATELY PUSHED DOWN ON THE YOKE AND LEVELED OFF AT 5000 FT. ATC NEVER SAID ANYTHING, AND OUR ALT NEVER EXCEEDED THE +/-300 FT LIMITATION. SOLUTIONS TO THIS PROB COULD BE: 1) MORE TIME ON IOE FOR NEW FO'S. 2) NOT ALLOWING A NEW FO TO BE PAIRED UP WITH THE SAME CAPT FOR A MONTH AT A TIME. (WE FLEW 95% OF THE OCT/98 TRIPS TOGETHER.) I CAN SAY FATIGUE MAY HAVE BEEN A FACTOR ON MY PART.

Synopsis :

FO OF A SAAB SF340 (SF34-L) OVERSHOT CLB ALT AND WAS NOTICED AND CORRECTED BY THE CAPT WITHIN 300 FT. ATC DID NOT COMMENT.

Time

Date : 199810
Day : Sun
Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : ROW
Locale Reference.ATC Facility : ROW
State Reference : NM
Altitude.AGL.Bound Lower : 0
Altitude.AGL.Bound Upper : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.ARTCC : ZAB
Make Model : Beech 1900

Component / 1

Aircraft Component : Cockpit/Cabin Communication
Aircraft Reference : X
Problem : Improperly Operated

Person / 1

Function.Flight Crew : First Officer
Experience.Flight Time.Total : 375
Experience.Flight Time.Last 90 Days : 89
Experience.Flight Time.Type : 89
ASRS Report : 418200

Person / 2

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 3400
Experience.Flight Time.Last 90 Days : 150
Experience.Flight Time.Type : 3000
ASRS Report : 418374

Person / 3

Function.Controller : Radar

Events

Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.Flight CrewA : Unspecified
Resolutory Action.None Taken : Detected After The Fact

Narrative :

PROB: FAILED TO CLOSE FLT PLAN FOR FLT ABQ-ROW. CAUSED BY: POOR WX, 1 HR MAINT DELAY IN FARMINGTON, 8 HR DAY AND PLT FATIGUE. PREVENTING RECURRENCE: GREATER ATTN TO THE SIT. SUPPLEMENTAL INFO FROM ACN 418374: WHEN WE ARRIVED AT ROW, THE TWR WAS CLOSED. CTR CLRED US FOR THE VISUAL AND TURNED US OVER TO CTAF. AFTER LNDG, THE FO FAILED TO START THE AFTER LNDG BRIEFER. THIS IS A PRERECORDED PAX BRIEFING SYS. I WAS TAXIING THE ACFT AND EXPLAINING TO HIM HOW TO START THE BRIEFER, AND I FORGOT TO CANCEL IFR WITH CTR.

Synopsis :

A BE02 COMMUTER FLC FAILS TO CLOSE OUT THEIR IFR FLT PLAN WITH ZAB AFTER LNDG AT ROW, NM.

Time

Date : 199810
Day : Fri
Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : EWR
Locale Reference.ATC Facility : EWR
State Reference : NJ
Altitude.AGL.Bound Lower : 0
Altitude.AGL.Bound Upper : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : EWR
Make Model : Jetstream 32

Aircraft / 2

Make Model : Any Unknown or Unlisted Aircraft Manufacturer

Aircraft / 3

Make Model : Any Unknown or Unlisted Aircraft Manufacturer

Person / 1

Function.Flight Crew : First Officer
Experience.Flight Time.Total : 1500
Experience.Flight Time.Last 90 Days : 120
Experience.Flight Time.Type : 1100
ASRS Report : 419190

Person / 2

Function.Oversight : PIC
Function.Flight Crew : Captain

Person / 3

Function.Oversight : PIC
Function.Flight Crew : Captain

Person / 4

Function.Oversight : PIC
Function.Flight Crew : Captain

Person / 5

Function.Controller : Ground

Events

Anomaly.Conflict : Ground Less Severe
Anomaly.Non Adherence : Clearance
Independent Detector.Other.Flight CrewA : Unspecified
Resolatory Action.Flight Crew : Became Reoriented
Resolatory Action.Controller : Issued New Clearance

Narrative :

GND CLRED US TO TAXI VIA TXWY B, HOLD SHORT OF TXWY V, FROM SW CORNER OF ARPT. HOLDING SHORT OF TXWY V, GND TOLD US TO ALLOW 2 ACFT TO PASS BY ON TXWY A (OUR L SIDE), THEN TAXI TXWY V TO TXWY A NBOUND. I READ BACK CLRNC TO GND, THEN READ TO CAPT, WHO ACKNOWLEDGED. AFTER FIRST ACFT PASSED OFF OUR L, CAPT BEGAN TO TAXI STRAIGHT AHEAD NBOUND ON TXWY B, TOWARD ACFT SBOUND ON TXWY B. I TOLD CAPT TO STOP, BUT BY THE TIME HE STOPPED WE HAD PASSED TXWY V ON TXWY B. I ADVISED GND OF OUR MISUNDERSTANDING IN THE COCKPIT, AND WE HELD SHORT UNTIL ONCOMING ACFT TAXIED CLR AT TXWY D. THEN TWR TOLD US TO TAXI ACROSS TXWY RC TO TXWY A AND PROCEED NBOUND ON TXWY A. WE COMPLIED WITHOUT FURTHER INCIDENT, BUT CAPT ALSO SEEMED CONFUSED LATER IN THE TAXI, ALTHOUGH WE MADE IT TO THE RWY (RWY 29) WITHOUT FURTHER PROBS. CAPT IS VERY EXPERIENCED AT EWR. THIS WAS MY FIRST TRIP TO EWR. CAPT LATER REMARKED THAT HE WAS VERY TIRED, AS HE HAD AWAKENED AT AB00. THIS WAS THE LAST LEG OF A 6 LEG 'DAY TRIP' FOR THE CAPT. I HAD BEEN CALLED IN ON RESERVE TO FLY THE ROUND TRIP TO EWR. I DON'T KNOW WHAT TIME THE CAPT STARTED DUTY, BUT MOST OF MY COMPANY'S 'DAY TRIPS' INVOLVE 12-14 HR DUTY DAYS, SO HE HAD PROBABLY BEEN ON DUTY FOR AT LEAST 10-12 HRS WHEN THIS INCIDENT OCCURRED. HAD I BEEN TO EWR BEFORE AND BEEN CERTAIN OF OUR POS, I COULD HAVE PREVENTED THE INCIDENT BY STOPPING THE ACFT MYSELF. I WAS NOT POSITIVE WHERE 'TXWY V' WAS, HOWEVER, AND IN THE TIME IT TOOK ME TO GLANCE AT MY ARPT DIAGRAM, WE HAD ALREADY GONE TOO FAR ALONG TXWY B TO MAKE THE L AT TXWY V. BEST WAY TO AVOID SUCH INCIDENTS WOULD BE TO REQUIRE AIRLINES TO SCHEDULE SHORTER DUTY DAYS, TO PREVENT FATIGUE. THIS WAS NO DOUBT THE SOURCE OF CAPT'S CONFUSION.

Synopsis :

A TAXIING BA3200 AT EWR BLOCKS THE PROGRESS OF ANOTHER TAXIING ACFT THAT HE WAS SUPPOSED TO GIVE WAY TO.

Time

Date : 199811

Day : Sat

Local Time Of Day : 0601 To 1200

Place

Locale Reference.ATC Facility : DFW

State Reference : TX

Altitude.AGL.Bound Lower : 600

Altitude.AGL.Bound Upper : 600

Environment

Flight Conditions : IMC

Aircraft / 1

Controlling Facilities.TRACON : DFW

Make Model : Light Transport, Low Wing, 2 Turboprop Eng

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 9000

Experience.Flight Time.Last 90 Days : 250

Experience.Flight Time.Type : 3700

ASRS Report : 419267

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Departure

Events

Anomaly.Aircraft Equipment Problem : Critical

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.Flight CrewA : Unspecified

Resolatory Action.Flight Crew : Declared Emergency

Resolatory Action.Other : Not Resolved Other

Narrative :

ON NOV/XA/98 I WAS THE CAPT ON ACR FLT XYZ. I WAS THE PNF. AT ACCELERATION ALT, THE FO CALLED FOR THE CLB CHK. I RAN THE CLB CHK TO THE AUTO COARSEN AND HELD THERE WAITING FOR 1500 FT AGL. AT ABOUT 600 FT OR SO, WE STARTED TO ENTER ICING CONDITIONS AND TURN ON THE ENG ANTI-ICE. ALMOST IMMEDIATELY WE GOT AN AIR VALVE LIGHT ON THE L ENG. THIS HAD BEEN WRITTEN UP IN NOVEMBER AND SIGNED OFF AS FIXED. I KNOW WHAT TO DO TO FIX THE PROB, IF IT CAN BE FIXED, SO I DO NOT GO TO THE QRH. BIG MISTAKE, BUT I WAS TRYING TO HURRY SO AS TO FIX THE PROB OR LET ATC KNOW WE HAD TO GET OUT OF ICING CONDITIONS. I TRY TO RESET THE ENG ANTI-ICE AND IT DOES NO GOOD. NOW I TELL THE FO I AM GOING TO PULL THE L PWR LEVER BACK SLOWLY TO SEE IF THIS WILL OPEN THE VALVE. WHEN I BRING THE PWR LEVER BACK UP THERE IS NO TORQUE ON THE ENG. NOW I GO TO THE QRH, BUT FIND NOTHING THAT ADDRESSES THIS PROB. THE FO AND I DISCUSS THE PROB AND DECIDE, SINCE WE DON'T KNOW WHAT IS GOING ON WITH THE ENG, TO SHUT THE ENG DOWN. WE DO THIS AND DECLARE AN EMER. WE LANDED AND TAXIED TO THE GATE WITHOUT ANY INCIDENT. IT WAS AFTER WE HAD PARKED AND WERE OFFLOADING THE PAX THAT I REALIZED I HAD NEVER FINISHED THE CLB CHKS AT 1500 FT AND TURNED OFF THE AUTO COARSEN. WHEN I HAD PULLED THE PWR LEVER BACK, I HAD AUTO COARSENED THE L ENG. THIS IS NOT MEANT AS AN EXCUSE, BUT I BELIEVE THAT HAVING HAD ONLY ABOUT 6 HRS SLEEP THE NIGHT BEFORE, DUE TO A SCHEDULED REDUCED REST OVERNIGHT, MAY HAVE HAD SOMETHING TO DO WITH ME NOT THINKING VERY WELL. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: THE RPTR SAID THAT DURING THE CLB THE RPTR WAS WAITING TO SWITCH OFF THE PROP AUTOFEATHER SYS AT 1500 FT WHEN AN ENG BLEED VALVE WARNING LIGHT CAME ON AT 600 FT. THE RPTR TOLD THE FO THAT THE RPTR KNEW THE FIX FOR THE BLEED LIGHT ON AND PULLED BACK ON THE PWR LEVER. THE RPTR SAID THE ACFT IMMEDIATELY LOST PWR ON #1 ENG AND WENT TO AUTOFEATHER. THE RPTR SAID AN EMER WAS DECLARED AND AN UNEVENTFUL LNDG WAS ACCOMPLISHED. THE RPTR STATED WHEN LEAVING THE ACFT IT OCCURRED TO THE RPTR THE AUTOFEATHER SWITCH WAS STILL ARMED AND WAS THE CAUSE OF THE PWR LOSS. THE RPTR SAID BOTH CREW MEMBERS WERE TIRED AND ONLY HAD 6 HRS SLEEP WITH 2 13-HR DUTY DAYS.

Synopsis :

A SAAB 340 IN INITIAL CLB DECLARED AN EMER AND DIVERTED DUE TO LOSS OF PWR IN #1 ENG CAUSED BY PULLING PWR LEVER BACK WITH AUTOFEATHER SYS ARMED.

Time

Date : 199811
Day : Fri
Local Time Of Day : 0601 To 1200

Place

Locale Reference.ATC Facility : CSG
State Reference : GA
Altitude.MSL.Bound Lower : 8000
Altitude.MSL.Bound Upper : 21000

Environment

Flight Conditions : Mixed

Aircraft / 1

Controlling Facilities.ARTCC : ATL
Controlling Facilities.TRACON : CSG
Make Model : Brasilia EMB-120 All Series

Aircraft / 2

Make Model : Brasilia EMB-120 All Series

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 3700
Experience.Flight Time.Last 90 Days : 120
Experience.Flight Time.Type : 2200
ASRS Report : 420570

Person / 2

Function.Flight Crew : First Officer
Experience.Flight Time.Total : 1250
Experience.Flight Time.Last 90 Days : 120
Experience.Flight Time.Type : 170
ASRS Report : 420586

Person / 3

Function.Oversight : PIC
Function.Flight Crew : Captain

Person / 4

Function.Controller : Radar

Person / 5

Function.Controller : Approach

Events

Anomaly.Non Adherence : Clearance
Independent Detector.Other.ControllerA : Unspecified
Resolatory Action.None Taken : Detected After The Fact
Consequence.FAA : Investigated

Narrative :

RETURNING FROM A CONTINUOUS DUTY OVERNIGHT, WE WERE OPERATING AS FLT ACR X FROM COLUMBUS, MS, TO ATLANTA, GA. I WAS PF. ABOUT 80 MI FROM LA GRANGE VOR, CTR CLRED US TO CROSS 30 MI SW OF LA GRANGE AT 11000 FT. APPROX 40 MI W OF LA GRANGE, WE ACCEPTED A HDOF FROM ZTL TO CSG APCH. THE FO CHKED ON WITH CSG APCH. CSG APCH RESPONDED WITH A FURTHER DSCNT TO 8000 FT. AROUND THE TIME WE WERE APCHING THE LA GRANGE VOR, WE HEARD CSG APCH MAKE SEVERAL UNSUCCESSFUL CALLS TO A COMPANY FLT ACR Y. AFTER THE CTLR'S THIRD OR FOURTH ATTEMPT, I CALLED ACR Y ON THE COMPANY RADIO. I TOLD THEM CSG APCH WAS LOOKING FOR THEM. LESS THAN 1 MIN LATER, THEY RPTED UPON CSG APCH AND RECEIVED CLRNC TO CROSS THE HONIE INTXN AT 8000 FT. WHEN ACR Y CHKED IN WITH CSG, THEY MENTIONED THAT CTR WAS TRYING TO CONTACT US. I WAS NOT CONCERNED ABOUT THIS BECAUSE WE HAD BEEN IN CONTACT WITH APCH THE WHOLE TIME. I DID NOT FEEL THERE WAS ANY REASON TO CONTACT CTR AGAIN, AND THE APCH CTLR MADE NO MENTION OF A FREQ CHANGE AT ALL. WHEN ACR Y CHKED ON WITH APCH, THE CTLR HAD TO REPEAT THE XING RESTR FOR THEM. WHEN THE CTLR ISSUED THE CLRNC THE SECOND TIME, THERE WAS ENOUGH FRUSTRATION IN THE CTLR'S VOICE THAT BOTH THE FO AND MYSELF NOTICED, AND COMMENTED ON IT. THAT IS THE ONLY TIME HIS VOICE SEEMED TO BE STRESSED AT ALL. WE WERE IN HIS AIRSPACE FOR 15-20 MINS AND HE NEVER MENTIONED ANY WRONG DOING BY ANYONE AT ALL. THE BASE STANDARDS MGR FOR OUR COMPANY HAS INFORMED ME. THE PROB SEEMS TO BE IN THE HDOF BTWN ZTL AND CSG APCH. THAT HDOF WAS MEANT FOR ACR Y. SOMEHOW ACR Y MISSED THE CLRNC WHILE WE RESPONDED TO IT. THE RADIO FREQ WAS NOT BUSY. THE FO AND MYSELF ONLY REMEMBER OURSELVES, ACR Y AND 1 OTHER ACFT (GA TYPE) ON THE FREQ. I ALSO FIND IT STRANGE THAT NOTHING WAS EVER SAID OVER THE RADIO. THE CTLR NEVER INDICATED ANY KIND OF PROB WITH WHERE, WHEN AND HOW WE CHKED ON TO APCH. AFTER ACR Y CHKED ON TO APCH, I WAS UNDER THE IMPRESSION ALL WAS WELL. I DID NOT HEAR ANYTHING FURTHER UNTIL AFTER XX30 THAT NIGHT WHEN MY FO PHONED ME AT HOME. IT WAS ABOUT ANOTHER 1 1/2 HRS BEFORE I COULD REACH OUR BASE STANDARDS MGR AT HIS HOME, AND RECEIVE ANY DETAILS ABOUT WHAT WAS IN QUESTION. THE FO HAD TALKED TO THE BASE STANDARDS MGR, BUT ONLY KNEW THERE WAS A WRONG DOING, NOT WHAT WAS DONE WRONG. OTHER FACTORS THAT MAY OR MAY NOT CONTRIBUTE: 1) WE HAD ONLY 5 HRS ON THE GND THE NIGHT BEFORE. I PERSONALLY GOT ABOUT 3 1/2 HRS OF SLEEP (ALTHOUGH I DID NAP THE PREVIOUS DAY, I WAS STILL TIRED). 2) THIS IS MY SECOND TRIP OFF IOE AS A CAPT. 3) THE FO IS FAIRLY NEW AND INEXPERIENCED -- LESS THAN 200 HRS IN TYPE -- AND HE HADN'T FLOWN IN ABOUT 4 WKS PRIOR TO THIS TRIP. NOTE: MANY OF OUR NEW FO'S ARE BEING HIRED WITH LESS THAN 500 HRS TOTAL TIME. MANY GO BTWN 2-5 WKS WITHOUT FLYING.

Synopsis :

FLC OF AN EMBRAER E120 RESPONDED TO ANOTHER COMPANY ACFT CALL SIGN WITHOUT KNOWING IT UNTIL HRS AFTER THE FLT. BOTH COMPANY ACFT WERE COMING NEAR THE SAME TIME FROM A SIMILAR DIRECTION AND TO THE SAME DEST.

Time

Date : 199811

Day : Sat

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : WDG

State Reference : OK

Altitude.AGL.Bound Lower : 0

Altitude.AGL.Bound Upper : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.ARTCC : ZKC

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 2600

Experience.Flight Time.Last 90 Days : 60

Experience.Flight Time.Type : 800

ASRS Report : 421344

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Approach

Events

Anomaly.Incursion : Landing Without Clearance

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : FAR

Independent Detector.Other.Flight CrewA : Unspecified

Resolatory Action.None Taken : Detected After The Fact

Narrative :

WE WERE APCHING ENID, OK, FROM PONCA CITY, OK, ON A NORMAL RTE AT 6000 FT IN VMC. ZKC ADVISED US TO DSND TO 3400 FT MSL AND RPT WDG (ENID, OK) IN SIGHT, AND TO EXPECT THE VISUAL. AFTER I RECEIVED THE CURRENT WX FROM OUR COMPANY, WITH FO FLYING THE LEG FROM PNC TO WDG, WE COMMENCED OUR DSCNT AND OUR DSCNT/APCH CHKLISTS. ZKC ADVISED US THAT THE ARPT (WDG) WAS AT OUR 12 O'CLOCK AND 8 MI. WITH THE SETTING SUN AND HAZE THE ARPT WAS NOT VISIBLE. I ADVISED ZKC THAT WE WOULD PROBABLY PICK UP THE WOODRING ARPT IN THE NEXT COUPLE OF MI. WITHIN APPROX 5 NM, WE ADVISED ZKC OF THE ARPT IN SIGHT. ZKC CLRED US FOR THE VISUAL APCH AND CHANGE TO ADVISORY FREQ WAS APPROVED AND RPT CANCELLATION IN THE AIR OR ON THE GND. THE FO AND I AGREED WE HAD THE ARPT IN SIGHT AND WE COULD CANCEL. ZKC ACKNOWLEDGED OUR CANCELLATION AND WE CHANGED TO 118.1. WE BROADCASTED OUR INTENTIONS AND NO TFC WAS OBSERVED IN THE AREA. AFTER A NORMAL LNDG WAS MADE AND A SHUTDOWN CHKLIST WAS RUN, THE FO AND I REALIZED THAT WDG TWR WAS OPEN AND THAT WE HAD USED THE WRONG FREQ 118.1 AS OPPOSED TO 118.9 THE CORRECT FREQ. NO SEPARATION CONFLICTS WERE ADVISED BY WDG TWR UPON OUR FLT TERMINATION. CAUSE: 1) CREW USING THE INCORRECT FREQ 118.1 FOR 118.9. 2) ZKC'S PHRASEOLOGY WITH RESPECT TO CLRING OUR FLT FOR THE VISUAL APCH AND NOT STATING TO CONTACT THE TWR. WHEN WE CHANGED TO 118.1 AND BROADCASTED IN THE BLIND, WE WERE NOT SURPRISED NOT TO HEAR WDG TWR. 3) THE FLT'S LATE DEP FROM DFW, CREW'S REASSIGNMENT TO THE FLT, AND 7 1/2 HR FLT DAY, 10+ HR DUTY DAY, AND 6TH LEG. CORRECTIVE ACTION: ZKC AND INBOUND ACFT ON IFR PLANS NEED MORE COORD DURING VISUAL AND APCHS. VISUAL APCHS ARE IFR CLRNCs AND THERE NEEDS TO BE MORE COORD BTWN ACFT, ZKC, AND WDG TWR.

Synopsis :

ACR CREW, ASSUMING TWR IS CLOSED, LANDS AT WDG WITHOUT CLRNC.

Time

Date : 199811

Day : Mon

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : M30

State Reference : IL

Altitude.AGL.Bound Lower : 0

Altitude.AGL.Bound Upper : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : PAH

Make Model : Jetstream 31

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 3900

Experience.Flight Time.Last 90 Days : 220

Experience.Flight Time.Type : 1800

ASRS Report : 421371

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Local

Person / 4

Function.Controller : Radar

Events

Anomaly.Incursion : Landing Without Clearance

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : FAR

Independent Detector.Other.Flight CrewA : Unspecified

Resolutive Action.None Taken : Detected After The Fact

Resolutive Action.None Taken : Insufficient Time

Narrative :

PROB: ACR FLT ABC STL TO PAH AT APPROX XA20 (NIGHT) 35 NM FROM CNG VOR AT 9000 FT. CTR GAVE US 'HDG 120 DEGS DSND TO 3000 FT, VECTORS R BASE RWY 22.' WE PROCEEDED AS REQUESTED. WE BROKE OUT OF THE BOTTOM OF AN OVCST LAYER AT APPROX 6500 FT AND ROUGHLY 19 MI FROM PAH AND BEGAN LOOKING FOR THE BEACON. WE WERE LOOKING FOR AN ARPT AT APPROX OUR 1 O'CLOCK POS. WE SPOTTED A BEACON AT OUR 1 O'CLOCK POS AND CONFIRMED THAT WITH RWY LIGHTS. SINCE WE HAD NOT HEARD FROM CTR AND WE WERE GETTING CLOSE TO THE ARPT, WE CALLED ARPT IN SIGHT. CTR SAID 'CLRED FOR VISUAL, CONTACT TWR.' UPON CONTACTING TWR WE WERE CLRED TO LAND. UPON LNDG WE REALIZED WE WERE AT THE WRONG ARPT. CONTRIBUTING FACTORS (LISTED IN ORDER OF EVENTS INSTEAD OF IMPORTANCE): 1) NIGHT XA20 LCL. 2) CTR GAVE US VECTORS THAT PUT US N OF BOTH ARPTS AND DIRECTLY IN LINE WITH ONE ANOTHER (NORMALLY WE ARE GIVEN VECTORS ONLY IF WE HAVE NOT PICKED UP THE VISUAL BY APPROX 10 NM FROM CNG. THIS PUT US S OF M30. WITH M30 BEHIND US WE NORMALLY NEVER EVEN SEE M30, IE, OUT OF SIGHT OUT OF MIND. 3) WE WERE LEFT AT A HIGH ALT AND CLOSE TO THE ARPT ABOVE AN OVCST LAYER. BY THE TIME WE WERE THROUGH THE OVCST LAYER AND HAD SPOTTED THE BEACON, WE WERE 13-15 NM FROM THE ARPT AND HIGH. CONSEQUENTLY, THIS RESULTED IN A GREAT INCREASE IN WORKLOAD. 4) PAH RWY LIGHTS, WE LATER LEARNED, WERE ON LOW WHERE M30 LIGHTS WERE ON HIGH (USUALLY IT IS OPPOSITE, OR AT LEAST BOTH ON LOW). 5) REIL LIGHTS OTS FOR RWY 22 AT PAH (M30 HAS NO REILS). 6) STRONG WINDY/GUSTY CONDITIONS BTWN APPROX 4000 FT TO 200 FT AGL. THIS CAUSED THE CREW'S ATTN TO FOCUS ON CTING THE ACFT AND CONFIGURING IT FOR LNDG INSTEAD OF THE VARIATION IN RWY HDG 7) CLOSE PROX OF BOTH ARPTS (6 MI) AND DIRECTLY IN LINE WITH WHERE WE WERE BEING VECTORED. 8) CTR'S FAILURE TO CALL OUT ARPT'S DIRECTION AND DISTANCE FROM US. 9) TWR'S FAILURE TO NOTIFY US WE WERE NOT IN SIGHT WHEN CLRED TO LAND. 10) FATIGUE (CAPT) ON THE 5TH DAY OF 6 AND HAD BEEN ON DUTY FOR MORE THAN 12 HRS AND HAD FLOWN APPROX 6 HRS 25 MINS FOR THAT DAY.

Synopsis :

BA31 CREW LANDED AT THE WRONG ARPT.

Time

Date : 199812

Day : Sat

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : ATL

State Reference : GA

Altitude.AGL.Bound Lower : 0

Altitude.AGL.Bound Upper : 0

Environment

Flight Conditions : Marginal

Aircraft / 1

Make Model : Commercial Fixed Wing

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 12000

Experience.Flight Time.Last 90 Days : 90

Experience.Flight Time.Type : 8500

ASRS Report : 422760

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Instruction : Trainee

Person / 4

Function.Other Personnel : Dispatcher

Events

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.Flight CrewA : Unspecified

Resolatory Action.None Taken : Detected After The Fact

Narrative :

WE HAD A NEW HIRE FO WHO WAS GOING TO RIDE JUMP SEAT WITH US FOR OBSERVATION PURPOSES. HE MET US ON THE AIRPLANE SO I TOLD HIM TO STAY WITH MY SENIOR FO AND OBSERVE HIS PREFLT DUTIES WHILE I WENT INTO OPS TO PICK UP MY DISPATCH RELEASE AND HIS JUMP SEAT PASS. I PICKED UP MY DISPATCH RELEASE OUT OF ITS CUBBY HOLE, LOOKED IT OVER, AND SIGNED IT. THEN I CALLED FLT CTL TO REQUEST A JUMP SEAT PASS. DISPATCH TOLD ME NOT TO USE MY OLD RELEASE BUT RATHER THEY WOULD SEND ME A NEW ONE WITH THE JUMP SEAT RIDER LISTED ON IT. USUALLY WE JOINTLY AMEND THE RELEASE AND PIN THE JUMP SEAT RIDER'S NAME, SO I WAITED FOR MY NEW RELEASE. ONE WAS PUT IN MY DEST'S CUBBY HOLE. I PICKED IT UP, CHKED IT FOR MY JUMP SEAT RIDER'S NAME, SIGNED, AND OFF I WENT. I THREW MY ORIGINAL RELEASE AWAY. ABOUT 5 MINS INTO THE FLT, I REALIZED I HAD SIGNED A RELEASE WITH THE WRONG FLT NUMBER AND CAPT, SAME CITY AND FUEL AND WITH MY JUMP SEAT RIDER'S NAME. THE DISPATCHER HAD SENT ME THE WRONG RELEASE WITH THE RIGHT JUMP SEATER'S NAME, AND CORRECT CITY, FUEL, AND RTE. WHEN I ARRIVED AT MY DEST, I REQUESTED AN AMENDED RELEASE FOR THE RETURN FLT HOME. FACTORS: 1) FATIGUE -- 12 LEG TRIP WITH A SCHEDULED REDUCED REST REMAIN OVERNIGHT OF 8 HRS 20 MINS. THIS WAS THE LAST ROUND TRIP. THE PREVIOUS TRIP WAS ALSO A TWO DAY TRIP WITH 12 LEGS! 2) HURRY -- WE HAD A QUICK TURN TIME BECAUSE OF ATC, WX DELAYS, AND SHORT SCHEDULED TURN TIME. THIS WAS A FACTOR BECAUSE I CHKED MY FIRST RELEASE 'CAREFULLY,' BUT DIDN'T SPEND THE TIME TO CHECK MY SECOND RELEASE EXCEPT FOR THE JUMP SEAT RIDER. ALSO, DISPATCH PUTS 2 OR 3 RELEASES FOR THE SAME CITY, DIFFERENT TIMES, IN THE SAME CUBBY HOLE. IT'S EASY TO PICK UP A RELEASE FOR YOUR CITY, BUT LATER ON THAT DAY, ESPECIALLY WHEN YOU ARE HURRYING. 3) DISTR -- AS I WAITED FOR MY NEW RELEASE, SEVERAL PLTS CAME UP TO ME AND STARTED GENERAL CONVERSATION. THIS WASTED SOME VALUABLE TIME I COULD HAVE BEEN STUDYING MY NEW DISPATCH RELEASE. I STRIVE TO HAVE A CONSISTENT PATTERN OF CHKING MY RELEASES AND MEL ITEMS, HOWEVER, THIS TIME THERE WAS AN ABNORMAL SIT AND COMPOUNDED WITH THE ABOVE THREE FACTORS I MADE AN ERROR. THE SERIES OF BACKUP CHKS FAILED TO CATCH IT.

Synopsis :

A COMMERCIAL FIXED WING LTT WAS DISPATCHED WITH THE WRONG AND INCORRECT DISPATCH RELEASE.

Time

Date : 199812
Day : Wed
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : BMI
State Reference : IL
Altitude.AGL.Bound Lower : 0
Altitude.AGL.Bound Upper : 0

Environment

Flight Conditions : IMC

Aircraft / 1

Controlling Facilities.Tower : BMI
Make Model : Jetstream 41

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 14000
Experience.Flight Time.Last 90 Days : 200
Experience.Flight Time.Type : 4000
ASRS Report : 424485

Person / 2

Function.Flight Crew : First Officer
Experience.Flight Time.Total : 3600
Experience.Flight Time.Last 90 Days : 140
Experience.Flight Time.Type : 1200
ASRS Report : 423900

Person / 3

Function.Controller : Local

Events

Anomaly.Incursion : Landing Without Clearance
Independent Detector.Other.Flight CrewA : Unspecified
Resolutory Action.None Taken : Detected After The Fact

Narrative :

ON APCH INTO BMI, SNOW WAS FALLING. WAS VECTORED TO AN ILS RWY 20. WX WAS APPROX 800 FT OVCST, 2 MI VISIBILITY. APCH WAS ROUTINE, EXCEPT THAT UPON XING THE OM INBOUND, WE WERE SO BUSY WITH CHKLISTS THAT WE NEGLECTED TO CONTACT TWR AND ACTUALLY ENDED UP LNDG WITHOUT A CLRNC. SNOW PLOWS WERE ON OR IN THE VICINITY OF THE RWY AT THE TIME AND I SUPPOSE THERE WAS A POSSIBILITY OF INCURSION WITH GND VEHICLES. HOWEVER, BY THE TIME WE FINALLY SWITCHED OVER TO TWR FROM APCH (JUST ABOUT INTO THE LNDG) WE HEARD TWR HAD CLRED RWY OF ALL VEHICLES AND WE HAD ENOUGH FORWARD VISIBILITY TO SEE THAT THE RWY WAS CLR OF TFC. WE WERE GOING TO CALL AT THE LAST MIN BUT TWR WAS BUSY TALKING TO THE GND VEHICLES AND WE DID NOT GET A CHANCE. I WAS FLYING AT THE TIME AND SHOULD HAVE BEEN MORE VIGILANT AND MANAGED THE COCKPIT MORE EFFICIENTLY. I WAS HAND FLYING WITHOUT THE FLT DIRECTOR TRYING TO STAY AS PROFICIENT AS I CAN, BUT THIS INCREASED THE WORKLOAD AND CONCENTRATION REQUIREMENTS. NOT DOUBLECHECKING TO SEE IF A CALL TO TWR AT THE OM HAD BEEN MADE, WAS A SERIOUS MISTAKE. I WAS SLIGHTLY FAST ON INITIAL APCH WHICH MADE THINGS EVEN MORE RUSHED. BETTER PLANNING AND THINKING AHEAD WOULD HAVE MADE THE DIFFERENCE. SUPPLEMENTAL INFO FROM ACN 423900: ARRIVING INTO BMI AT NIGHT WITH LOW CEILINGS, THE CAPT AND I HAD BEEN FLYING SINCE EARLY MORNING (TIME OF INCIDENT WAS XA20) AND WE WERE BOTH FATIGUED. CAPT ASKED FOR GEAR DOWN BEFORE LNDG CHKS. I SET THE CAPT UP, DID THE FLOWS, XCHKED THE NAV AND DID ALL THE CALLS (AVIATE, NAV, COMMUNICATE), EXCEPT I FORGOT TO RPT THE MARKER INBOUND. AS A RESULT, WE WERE NEVER CLRED TO LAND AND YET WE LANDED. THE CAPT AND I DISCUSSED THIS AND WE BLAME OURSELVES FOR NOT CATCHING THE CLRNC TO LAND. CONTRIBUTING FACTORS WERE FATIGUE, LOW WX, AND CREATING A HEAVIER WORKLOAD WITH NONSTANDARD CALLOUTS.

Synopsis :

FLC OF A JETSTREAM 41 LANDS WITHOUT CLRNC.

Time

Date : 199901

Day : Tue

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : IAD

Locale Reference.ATC Facility : BRV

State Reference : VA

Altitude.MSL.Bound Lower : 5000

Altitude.MSL.Bound Upper : 5800

Environment

Flight Conditions : VMC

Aircraft / 1

Make Model : Jetstream 32

Component / 1

Aircraft Component : GPS & Other Satellite Navigation

Aircraft Reference : X

Problem : Design Deficiency

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 5100

Experience.Flight Time.Last 90 Days : 172

Experience.Flight Time.Type : 3100

ASRS Report : 425650

Person / 2

Function.Flight Crew : First Officer

Experience.Flight Time.Total : 1650

Experience.Flight Time.Last 90 Days : 80

Experience.Flight Time.Type : 80

ASRS Report : 425388

Person / 3

Function.Controller : Approach

Person / 4

Function.Controller : Radar

Events

Anomaly.Altitude Deviation : Crossing Restriction Not Met

Independent Detector.Other.ControllerA : Unspecified

Independent Detector.Other.Flight CrewA : Unspecified

Resolutive Action.None Taken : Insufficient Time

Narrative :

I WAS THE CAPT OF FLT ABCD FROM RIC TO IAD. WE WERE CRUISING AT 8000 FT MSL AND WERE TOLD TO FLY THE BARIN TRANSITION AND MAINTAIN 8000 FT. ATC LATER TOLD US TO FLY THE BARIN TRANSITION AND CROSS BARIN AT 4000 FT. I READ THE CLRNC BACK. BOTH MY FO ACKNOWLEDGE AND WE PROGRAMMED THE FMS ACCORDINGLY. MY FO WAS THE PF. I ASKED HIM TO HANDLE THE RADIOS WHILE I WAS TAKING THE ATIS AND BRIEFING THE PAX. AS SOON AS I WAS FINISHED WITH THOSE DUTIES, I ASSUMED CTL OF THE RADIOS AGAIN. AS I WAS NOTICING MY FO FAILED TO DSND TO 4000 FT, ATC ASKED ME IF WE WERE DSNDING. I PROMPTED MY FO TO DSND IMMEDIATELY AND RAPIDLY. ATC FURTHER ADVISED US THEY NEEDED US AT 4000 FT AT BARIN AND THAT WE WERE ONLY 2 NM FROM THE FIX. I TRIED TO LET ATC KNOW WE WOULD BE UNABLE TO MAKE THE RESTR, THAT WE WOULD TRY OUR BEST BUT WOULD MOST LIKELY OVERSHOOT SLIGHTLY. THE ATC FREQ WAS BUSY AND I WAS UNABLE TO WARN THEM. WE OVERSHOT OUR XING RESTR BY APPROX 1 NM. WE WERE HANDED OFF TO THE NEXT FREQ AND CONTINUED THE FLT WITHOUT FURTHER PROBS. SUPPLEMENTAL INFO FROM ACN 425388: RETURNING TO IAD VIA THE BARIN FMS TRANSITION. CROSSED BRV VOR AT 8000 FT. WE WERE CLRED TO DSND VIA THE BARIN TRANSITION, WHICH CALLED FOR XING BARIN INTXN AT 5000 FT. OUR DSCNT FROM 8000 FT TO 5000 FT WAS NOT COMMENCED UNTIL IAD APCH ASKED IF WE HAD STARTED OUR DSCNT YET. BEGINNING OUR DSCNT, WE CROSSED BARIN INTXN AT 5800 FT. FACTORS ATTRIBUTING TO NOT MAKING THE XING RESTR WERE CREW COORD AND COCKPIT LAYOUT. THE L SIDE OF THE FO'S CTL YOKE EFFECTIVELY BLOCKS THE GPS DISPLAY, REQUIRING CONSTANT HEAD MOVEMENTS TO KEEP UPDATING YOURSELF ON THE ACFT'S PROGRESSION. IF A SERIES OF FIXES ARE WITHIN A FEW DEGS OF THE SAME COURSE, YOU CAN EASILY PASS OVER THEM WITHOUT NOTICE UNLESS YOU KEEP LOOKING AROUND THE CTL YOKE. THIS BECOMES TIRING AND ANNOYING. CREW COORD WAS AT A MINIMUM, ALSO. THE CAPT'S PNF DUTIES WERE TO FOLLOW THE FLT'S PROGRESSION AND SET OUR ALT RESTRS IN THE ALT ALERTER AND VERBALLY CALL THE ALT OUT. THIS WAS NOT ACCOMPLISHED BECAUSE THE CAPT WAS DISTR WITH READING A COMPANY MEMO. AS PF, I WAS DISTR DUE TO SCHEDULING AND FATIGUE. THIS WAS THE END OF 6 DAYS OF FLYING. THIS ROUND TRIP WAS ADDED TO MY SCHEDULE JUST MINS BEFORE I WAS TO CHK OUT FOR THE NIGHT. EXPECTING TO BE EATING DINNER AT THIS TIME INSTEAD OF FLYING, I WAS VERY HUNGRY. MY MIND WAS NOT COMPLETELY DEVOTED TO THE TASK AT HAND DUE TO THESE VARIOUS REASONS. AGAIN, IN MY OPINION, THE FACTORS WERE COCKPIT LAYOUT AND LACK OF CREW COORD DUE TO SCHEDULING, READING MEMOS, AND FATIGUE.

Synopsis :

BA32 CREW DID NOT MAKE THE ASSIGNED XING ALT.

Time

Date : 199901

Day : Wed

Local Time Of Day : 0001 To 0600

Place

Locale Reference.Airport : CNO

State Reference : CA

Altitude.AGL.Bound Lower : 0

Altitude.AGL.Bound Upper : 0

Environment

Flight Conditions : IMC

Aircraft / 1

Make Model : Gulfstream II

Component / 1

Aircraft Component : Turbine Engine Thrust Reverser

Aircraft Reference : X

Problem : Improperly Operated

Problem : Malfunctioning

Component / 2

Aircraft Component : Antiskid System

Aircraft Reference : X

Problem : Improperly Operated

Problem : Malfunctioning

Person / 1

Function.Flight Crew : First Officer

Experience.Flight Time.Total : 4733

Experience.Flight Time.Last 90 Days : 120

Experience.Flight Time.Type : 489

ASRS Report : 426720

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

Events

Anomaly.Aircraft Equipment Problem : Critical

Anomaly.Other Anomaly : Loss Of Aircraft Control

Independent Detector.Other.Flight CrewA : Unspecified

Resolatory Action.None Taken : Unable

Narrative :

OUR PAX WERE 3 1/2 HRS LATE ARRIVING AT LOS ANGELES WHEN WE DEPARTED FOR THE 4 1/2 HR FLT TO NASSAU, BAHAMAS. WE DROPPED OUR PAX, CLRED CUSTOMS IN FLORIDA AND DECIDED TO DEADHEAD HOME TO CHINO, CA. OVER BLYTHE, CA, WE CALLED RIVERSIDE RADIO FOR AN UPDATE ON THE WX AT CHINO. THE SPECIALIST RPTD AWOS WX AT CHINO WAS 700 FT OVCST, 5 MI. THE CAPT AND I DISCUSSED THE FACT THAT THE WX WOULD REQUIRE US TO FLY THE ILS TO THE SHORTER, 4800 FT RWY. I WAS FLYING AND WE WERE VECTORED FOR AND CLRED FOR THE ILS RWY 26R APCH. THE CAPT COMPLETED THE CHKLIST AND I FLEW A STABILIZED ILS AND APCH TO LNDG. THE RWY WAS WET AND I TOUCHED DOWN WITHIN THE FIRST 1000 FT AND AGGRESSIVELY APPLIED REVERSE THRUST. ONCE THE REVERSERS DEPLOYED AND THE ENGS SPOOLED UP, I DID NOT FEEL THE USUAL DECELERATION. IN FACT, IT FELT LIKE THE AIRPLANE WAS ACCELERATING. THE CAPT SAID 'GET OFF THEM,' AND WE STOWED THE REVERSERS. AT THIS POINT WE DID NOT FEEL THERE WAS SUFFICIENT RWY TO EXECUTE A GAR, SO WE CONTINUED BRAKING UNTIL THE AIRPLANE CAME TO A STOP 50-75 YARDS BEYOND THE DEP END OF THE RWY. NO ONE WAS INJURED AND THE AIRPLANE WAS NOT DAMAGED IN THIS INCIDENT. I AM SURE THAT FATIGUE IMPAIRED OUR JUDGEMENT TO CONTINUE AN APCH TO A RELATIVELY SHORT, WET RWY LEAVING NO ROOM FOR CONTINGENCIES SUCH AS A MALFUNCTIONING THRUST REVERSER AND AFFECTED OUR ABILITY TO REACT WHEN THINGS DIDN'T GO ACCORDING TO PLAN.

Synopsis :

A GII RUNS OFF THE END OF A WET RWY AT CNO, CA, WHEN THE FO STOWS THE REVERSERS AFTER THE CAPT SAYS 'GET OFF THEM.'

ACN: 427240

Time

Date : 199901

Day : Tue

Local Time Of Day : 0601 To 1200

Place

Locale Reference.ATC Facility : LFK

State Reference : TX

Altitude.MSL.Bound Lower : 15000

Altitude.MSL.Bound Upper : 16000

Environment

Flight Conditions : VMC

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 4875

Experience.Flight Time.Last 90 Days : 125

Experience.Flight Time.Type : 155

ASRS Report : 427240

Person / 2

Function.Controller : Radar

Events

Anomaly.Altitude Deviation : Overshoot

Independent Detector.ATC Equipment.Other ATC Equipment : Unspecified

Independent Detector.Other.ControllerA : Unspecified

Resolatory Action.Other : Controller Intervened

Narrative :

I WAS LOCATED ON 020 DEG RADIAL AND 20 NM FROM THE LUFKIN VOR WHILE AT A CRUISING ALT OF 17000 FT IN ZHU'S AIRSPACE. I WAS ENRTE TO THE SHREVEPORT REGIONAL ARPT IN LOUISIANA AND WAS GIVEN A PLT'S DISCRETION DSCNT TO 13000 FT BY ZHU. ALTHOUGH I WAS NOT CLOSE ENOUGH TO MY DEST TO BEGIN THIS DSCNT, I ACCEPTED BY ACKNOWLEDGING '...PLT'S DISCRETION TO 13000 FT.' A FEW MINS LATER, I WAS TOLD TO CONTACT ZFW ON FREQ 135.1. I CHKED ON WITH ZFW BY SAYING, 'ZFW, KING AIR...LEVEL AT 17000 FT WE HAVE PLT'S DISCRETION TO 13000 FT.' ZFW REPLIED WITH, '...BEGIN A DSCNT TO 16000 FT.' I REPEATED BACK I WAS 'LEAVING 17000 FT FOR 16000 FT' AND I BEGAN A SHALLOW DSCNT. WHEN I WAS APCHING 16000 FT, THE DISTANCE FROM MY DEST WAS CLOSE ENOUGH TO WHERE I WOULD CONTINUE MY DSCNT TO 13000 FT. I CONTINUED AND RESUMED A NORMAL RATE OF DSCNT. WHEN I WAS PASSING THROUGH APPROX 15000 FT, ZFW ASKED WHAT ALT I WAS GOING TO. I REPLIED THAT I WAS DSNDING TO 13000 FT. HE SAID THAT I HAD BEEN ASSIGNED 16000 FT. I REMINDED HIM WHEN I HAD CHKED IN THAT I HAD BEEN ASSIGNED PLT'S DISCRETION TO 13000 FT BY ZHU. HE RESPONDED THAT I HAD READ BACK 16000 FT. THE WX WAS VMC AND I DID NOT SEE ANY TFC THAT WOULD HAVE CAUSED A CONFLICT. HE ALSO NEVER SAID ANYTHING THAT WOULD HAVE INDICTED THERE MIGHT HAVE BEEN A CONFLICT EITHER. I APOLOGIZED FOR THE CONFUSION. WHEN HE ASSIGNED A NEW FREQ CHANGE, I REPEATED THE NEW FREQ AND AGAIN APOLOGIZED FOR THE CONFUSION. HE SAID, 'IT'S ALL RIGHT.' HIS OMISSION OF SAYING, 'DSND AND MAINTAIN 16000 FT' ALLOWED ME TO THINK THAT HE JUST WANTED ME TO LEAVE 17000 FT AND THAT I COULD THEN CONTINUE TO 13000 FT AT MY DISCRETION. MY NORMAL TENDENCY TO CLARIFY HIS INTENTIONS WAS SOMEHOW OVERRULED THAT DAY BY ALLOWING MYSELF TO BE PASSIVE AND BELIEVE THAT IF HE DIDN'T WANT ME BELOW 16000 FT HE WOULD HAVE SAID, 'DSND AND MAINTAIN 16000 FT.' MY OMISSION OF SAYING THAT I WAS 'LEAVING 17000 FT FOR 16000 FT AND PLT'S DISCRETION TO 13000 FT' APPARENTLY MADE A SIMILAR IMPRESSION IN HIS MIND. IN THE FUTURE, I WILL BE MORE DILIGENT IN CLARIFYING ONE ANOTHER'S INTENTIONS.

Synopsis :

LACK OF COMPLETE AND CLR INSTRUCTION FROM CTLRS AND FAILURE TO CONFIRM SUCH RESULTS IN ALTDEV BY PLT OF BE90 ON ZFW.

Time

Date : 199902

Day : Fri

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : BWI.Airport

State Reference : MD

Altitude.MSL.Bound Lower : 9700

Altitude.MSL.Bound Upper : 10000

Environment

Flight Conditions : IMC

Aircraft / 1

Controlling Facilities.TRACON : DCA.TRACON

Make Model : Challenger CI601

Component / 1

Aircraft Component : Altitude Alert

Aircraft Reference : X

Problem : Improperly Operated

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 12800

Experience.Flight Time.Last 90 Days : 150

Experience.Flight Time.Type : 400

ASRS Report : 428520

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Approach

Events

Anomaly.Altitude Deviation : Overshoot

Anomaly.Inflight Encounter : Turbulence

Anomaly.Inflight Encounter : Weather

Anomaly.Non Adherence : Clearance

Independent Detector.ATC Equipment.Other ATC Equipment : Mode C

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Became Reoriented

Resolatory Action.Controller : Issued New Clearance

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

AT APPROX PM00 ON FEB/XA/99, WE WERE FLYING AT 14000 FT SW ON V378 ENRTE TO DCA. WE WERE IN MODERATE TURB, HVY RAIN, AND SCANNING THE RADAR FOR POSSIBLE TSTMS. MY COPLT WAS OBTAINING THE ATIS AT DCA, I WAS HANDLING THE RADIOS. ON THE DSCNT, AS I WAS PASSING BY 9700 FT AND LOOKED AT THE ALT SELECT, IT WAS STILL AT 14000 FT. I KNEW WE WERE CLR FOR DSCNT BUT WE BOTH WERE CONFUSED AS TO WHAT THE ASSIGNED ALT WAS. I CALLED TO VERIFY AND ATC SAID 10000 FT. ATC SAW THAT WE PASSED BY 10000 FT. HE CLRED US TO 8000 FT. I BELIEVE THAT THERE IS NO EXCUSE FOR ALT BUSTING BUT THERE ARE TIMES WHEN BOTH PLTS FALL OUT OF THE LOOP. THIS IS THE CASE HERE. I THINK COMBINATIONS OF THE WX, TURB, ETC, AND MAYBE FATIGUE, SINCE WE WERE ON DUTY SINCE AM00 AND THIS WAS THE 4TH LEG, WERE FACTORS. WE WERE SCHEDULED TO CONTINUE ON TO TEB BUT DID ELECT TO STAY OVERNIGHT AT DCA BECAUSE IT WAS TURNING INTO A LONG DAY. I BELIEVE WHEN ATC GIVES CLRNCS BOTH PLTS HAVE TO AGREE ON WHAT IT WAS AND MONITOR THE PROGRESS. WITH 1 PLT OUT OF THE LOOP MAKING A PHONE CALL, GETTING ATIS OR WHATEVER IT MAY BE, YOU MUST STAY IN THE LOOP. FOOD FOR THOUGHT AND ACTION.

Synopsis :

A DSNDING CPR CL601 OVERSHOOTS ITS ASSIGNED ALT WHILE THE CAPT, PF, IS HANDLING THE RADIOS AS WELL. FO WAS OFF ON #2 RADIO.

Time

Date : 199902

Day : Sun

Local Time Of Day : 1801 To 2400

Place

State Reference : GA

Altitude.MSL.Bound Lower : 40600

Altitude.MSL.Bound Upper : 41000

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.ARTCC : ZJX.ARTCC

Make Model : Citation V

Component / 1

Aircraft Component : Altimeter

Aircraft Reference : X

Problem : Improperly Operated

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 12000

Experience.Flight Time.Last 90 Days : 150

Experience.Flight Time.Type : 2000

ASRS Report : 428590

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Radar

Events

Anomaly.Altitude Deviation : Undershoot

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Independent Detector.ATC Equipment.Other ATC Equipment : MODE C

Independent Detector.Other.ControllerA : 3

Resolatory Action.Flight Crew : Became Reoriented

Resolatory Action.Flight Crew : Returned To Original Clearance

Resolatory Action.Controller : Issued Advisory

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

APPROX 5 MINS AFTER LEVELING AT FL410 THE ZJX CTLR ASKED US TO 'SAY ALT.' THE FO REPLIED, 'LEVEL AT FL410.' THE CTLR THEN ADVISED US THAT HE SHOWED US 400 FT LOW AND TO 'CHK OUR ALTIMETER SETTING.' OUR ALTIMETERS (ALL 3) WERE STILL SET FOR CLB BELOW FL180. WE IMMEDIATELY RESET OUR ALTIMETERS AND CORRECTED OUR ALT. UPON REVIEWING OUR ACTIONS, WE REALIZED WE DIDN'T COMPLETE OUR TRANSITION LEVEL CHKLISTS (FL180) BECAUSE THE FO RECEIVED A RTE CHANGE FROM ATC AND BEGAN REPROGRAMMING OUR FMS WHILE WE WERE CLBING THROUGH 17000 FT. WE WERE BOTH BUSY AND TIRED, AND JUST DEVIATED FROM OUR SOP. WE HAD AN EARLY MORNING RESERVATION INTO DAB AND BOTH SPENT THE DAY AT THE RACE TRACK. AFTER THE RACE WAS OVER AND OUR PAX RETURNED TO THE ARPT, WE BOARDED THE ACFT. AFTER STARTING OUR TAXI IT TOOK 2 HRS TO TAXI, GET OUR CLRNK AND GET TO THE END OF THE RWY. THIS DELAY AND OUR DAY'S SCHEDULE, I FEEL LED TO SOME ADDITIONAL FATIGUE. I THINK THESE WERE ALL CONTRIBUTING FACTORS TO THIS EVENT.

Synopsis :

A C560 CPR JET LEVELS OFF 400 FT TOO LOW IN CRUISE. ITS ALTIMETERS WERE NOT SET TO 29 PT 92 AT FL180 AS REQUIRED.

ACN: 428887

Time

Date : 199902

Day : Sat

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : RNC.Airport

State Reference : NV

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : RNO.Tower

Make Model : PA-31t Cheyenne li

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 700

Experience.Flight Time.Last 90 Days : 120

Experience.Flight Time.Type : 700

ASRS Report : 428887

Person / 2

Function.Controller : Ground

Events

Anomaly.Incursion : Taxiway

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Became Reoriented

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

I TAXIED OUT OF OUR RAMP AND ONTO TXWY C WHEN I REALIZED THAT I HADN'T TALKED TO GND CTL. I DIDN'T SAY WHERE I WAS WHEN I CALLED, BUT I'M SURE THE CTLR FIGURED IT OUT -- NO COMMENTS/CONFLICTS. THIS WAS THE 4TH FLT IN 24 HRS. I WAS RUSHING BECAUSE IT WAS ALSO A SHORT FLT (20 MINS). I WAS TIRED. I KEEP GETTING FLTS RIGHT AT THE END OF MY SHIFT. SINCE WE CAN DEADHEAD PART 91 WITH THE MEDICAL CREW ONBOARD, WE CAN EASILY PUT IN MORE THAN 14 HR SHIFTS. ALSO, MGMNT RECENTLY PUT OUT A POLICY THAT REQUIRES ALL CREW MEMBERS TO DO A SHIFT EXCHANGE, WHICH MEANS THAT IF WE HAVE FLOWN UNTIL 0300 WE HAVE TO BE BACK IN THE OFFICE AT 0800 FOR THE SHIFT EXCHANGE. THEIR REASONING? TO TRACK THE COMPANY CREDIT CARD AND TO HAVE BETTER COM BTWN PLTS ABOUT ACFT MECHANICAL PROBS. THE NEW POLICY IS CAUSING CUMULATIVE FATIGUE AND BAD MORALE.

Synopsis :

PAYZ PLT TAXIES WITHOUT CLRNC AT RNO.

Time

Date : 199902

Day : Mon

Local Time Of Day : 1801 To 2400

Place

State Reference : NC

Altitude.MSL.Bound Lower : 8000

Altitude.MSL.Bound Upper : 8300

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.ARTCC : ZDC.ARTCC

Controlling Facilities.TRACON : RDU.TRACON

Make Model : PA-60 601/601p Aerostar

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 2600

Experience.Flight Time.Last 90 Days : 100

Experience.Flight Time.Type : 200

ASRS Report : 429140

Person / 2

Function.Controller : Radar

Person / 3

Function.Controller : Approach

Events

Anomaly.Altitude Deviation : Overshoot

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : FAR

Independent Detector.Other.ControllerA : 2

Resolatory Action.Controller : Issued Alert

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

I WAS ASSIGNED 8000 FT AND INADVERTENTLY CLBED TO 8300 FT. A CONTRIBUTING FACTOR WAS A CONVERSATION WITH A PAX AND FATIGUE. I DSNDDED BACK TO 8000 FT WHEN ADVISED BY ZDC. I WAS BEING HANDED OFF TO RDU DEP AT THE TIME AND RDU ALSO ADVISED ME OF MY ALT.

Synopsis :

PLT OF A PIPER AERO STAR PA60 OVERSHOT AN INTERMEDIATE ALT DURING CLB RESULTING IN DEP CTLR CALLING ATTN TO THE OVERSHOOT PRIOR TO HANDING OFF RPTR'S ACFT TO THE CTR. THE CTR CTLR ALSO CALLED RPTR'S ATTN TO THE OVERSIGHT.

Time

Date : 199902

Day : Tue

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : LEB.Airport

State Reference : NH

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : LEB.Tower

Make Model : Skyhawk 172/Cutlass 172

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 975

Experience.Flight Time.Last 90 Days : 160

Experience.Flight Time.Type : 200

ASRS Report : 429450

Person / 2

Function.Controller : Ground

Events

Anomaly.Incursion : Runway

Anomaly.Non Adherence : Clearance

Independent Detector.Other.ControllerA : 1

Resolutive Action.Controller : Issued Alert

Resolutive Action.None Taken : Detected After The Fact

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

I WAS ACTING AS PIC OF A NIGHT, VFR PART 135 CARGO FLT DEPARTING LEBANON, NH (LEB), FOR A FLT TO NORTHAMPTON, MA (7B2). AFTER LOADING THE CARGO ON BOARD THE ACFT, I TUNED IN TO THE ATIS FREQ AND, SINCE WINDS WERE LIGHT, RWY 18 WAS ACTIVE FOR DEPS WHILE RWY 25 WAS BEING USED FOR ARRS. CALLING LEB GND, I RECEIVED TAXI CLRNC TO 'TAXI TO RWY 18.' KNOWING THAT RWY 18 WAS ONLY A SHORT TAXI FROM THE FBO, I MADE A L TURN ON THE TXWY B AND NOTICED THE SIGN SIGNIFYING THAT I WAS APCHING RWY 18. I BEGAN SLOWING DOWN IN ANTICIPATION OF HOLDING SHORT. AN ACFT LNDG ON RWY 25 DISTR ME AND I PUT MY EYES INSIDE THE COCKPIT MOMENTARILY TO TURN OFF MY LNDG AND TAXI LIGHTS, SO AS NOT TO DISTRACT THE PLT OF THE ACFT ON FINAL APCH TO RWY 25. BY THE TIME I LOOKED UP, I REALIZED THAT I HAD TAXIED PAST THE HOLD SHORT LINES, BUT STILL WELL CLR OF RWY 18, SINCE THE HOLD LINES ARE APPROX 75 FT FROM THE RWY SHOULDER. REALIZING MY MISTAKE, I STOPPED IMMEDIATELY. THIS WAS ACCOMPANIED BY A MESSAGE FROM THE GND CTLR NOT TO TAXI ANY FURTHER PAST THE HOLD LINES. GOING TO TWR FREQ, I RECEIVED MY TKOF CLRNC ON RWY 18 AND THE REMAINDER OF THE FLT WAS WITHOUT INCIDENT. FATIGUE MIGHT HAVE BEEN A FACTOR IN THIS SIT AS WELL AS THE DISTR CAUSED BY THE OTHER ACFT. RECESSED LIGHTING ON THE HOLD SHORT LINES MAY HAVE PREVENTED THE INCIDENT.

Synopsis :

PLT OF A C172 AIR TAXI CARGO FLT STOPPED PAST THE RWY HOLD LINE DURING TAXI OUT BECAUSE OF DISTR FROM ANOTHER LNDG ACFT. GND CTLR ISSUED THE RPTR AN ALERT.

Time

Date : 199902

Day : Mon

Local Time Of Day : 0601 To 1200

Place

State Reference : TN

Altitude.MSL.Bound Lower : 3000

Altitude.MSL.Bound Upper : 7000

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.ARTCC : ZME.ARTCC

Make Model : Cessna 310/T310c

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 8000

Experience.Flight Time.Last 90 Days : 60

Experience.Flight Time.Type : 2000

ASRS Report : 430080

Person / 2

Function.Controller : Radar

Events

Anomaly.Altitude Deviation : Overshoot

Anomaly.Non Adherence : Clearance

Independent Detector.ATC Equipment.Other ATC Equipment : Mode C

Independent Detector.Other.ControllerA : 2

Resolutory Action.Controller : Issued Advisory

Resolutory Action.Controller : Issued New Clearance

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

WHILE CLBING ENRTE, WAS CLRED TO 3000 FT. AT ABOUT 7000 FT, CTR ASKED WHAT ALT WE WERE CLRED TO. I SAID 3000 FT. THEY THEN CLRED ME TO 7000 FT. BECAUSE OF LITTLE SLEEP THE NIGHT BEFORE AND UP VERY EARLY, MY CONCENTRATION WAS NOT REAL GOOD.

Synopsis :

A C310 CPR PLT CLBS TOWARDS 7000 FT WHEN ONLY CLRED TO 3000 FT BY ATC. PLT CITES FATIGUE, AFTER A 'SHORT NIGHT.'

Time

Date : 199902
Day : Thu
Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : LEB.Airport
State Reference : NH
Altitude.AGL.Bound Lower : 0
Altitude.AGL.Bound Upper : 6000

Environment

Flight Conditions : IMC

Aircraft / 1

Controlling Facilities.ARTCC : ZBW.ARTCC
Controlling Facilities.Tower : LEB.Tower
Make Model : Any Unknown or Unlisted Aircraft Manufacturer

Person / 1

Function.Flight Crew : First Officer
Experience.Flight Time.Total : 4200
Experience.Flight Time.Last 90 Days : 160
Experience.Flight Time.Type : 2000
ASRS Report : 430316

Person / 2

Function.Oversight : PIC
Function.Flight Crew : Captain

Person / 3

Function.Controller : Radar

Person / 4

Function.Controller : Local

Events

Anomaly.Airspace Violation : Entry
Anomaly.Incursion : Runway
Anomaly.Inflight Encounter : Weather
Anomaly.Non Adherence : Clearance
Anomaly.Non Adherence : FAR
Independent Detector.Other.ControllerA : 4
Resolutory Action.Controller : Issued Advisory

Supplementary

Problem Areas : Aircraft
Problem Areas : Airport
Problem Areas : Company
Problem Areas : Flight Crew Human Performance
Problem Areas : Weather

Narrative :

OUR TRIP WAS THAT OF ANY 135 OPERATOR, WITH NO EXCEPTION BUT ONE. IT WAS A TRIP TO THE NE, WX TO NEAR MINIMUMS ON 3 OF THE 5 LEGS, SNOW FALLING HVY ON FREQUENT OCCASION AND EACH LEG A MAX OF 200 MI, ALL WITHIN THE NE SECTOR (EACH LEG WITHIN 100 NM OF, OR XING OVER, NEW YORK CITY), AND NO AUTOPLT. THE TENSION WAS HIGH ALL DAY AND AS USUAL, CAPT AND FO SWITCHED SEATS EVERY OTHER LEG. THIS IS NORMAL TO GAIN EXPERIENCE FOR FO'S. TODAY WAS AN UNUSUALLY HVY WORKLOAD, WE PACED THROUGH IT VERY SMOOTHLY WELL AHEAD OF THE AIRPLANE AND BEYOND THE NEXT STOP. OUR LAST LEG FROM TEB TO LEB LEAVES A LASTING IMPRESSION ON ME. IT IS DARK NOW AND WE ARE 3 MI FROM THE ARPT, LOUSY WX, MSA SHOWS 5100 FT ON THE CHART AND APCH CALLS THE ARPT 12 O'CLOCK, 'CLRED FOR THE VISUAL WHEN IN SIGHT.' NOT A CHANCE! WE'RE IMC AND I ASK FOR A VECTOR TO THE ILS, 'OK' APCH SAYS, 'CLRED FOR THE FULL ILS.' I'D LIKE TO STEP OFF THIS RIDE ABOUT NOW, MY FUN METER HAS BEEN PEGGED! 2 YRS AGO A LEAR 35 WAS LOST AND NEVER WAS FOUND. I LATER CAME TO LEARN AFTER SHOOTING THE APCH! WE WERE WELL PREPARED FOR THE FULL ILS AS I HAVE GREAT POSITIONAL AWARENESS AND AM NOT INTIMIDATED BY APCH PLATES. SO MUCH FUN, I THINK I WOULD LIKE TO TAKE THE NEXT LEG. AS I WAS SITTING R SEAT AND THE CAPT WAS IN PAYING FOR FUEL, I PREPARED THE V SPDS, CLRNC FOR THE CAPT AND TOOK A SEAT L SIDE, CAPT NOW IS FO. NO PROB. AS WE TAXI OUT, I ASK FOR APPROPRIATE CHKLISTS AND AT THIS POINT ARE ACTUALLY DELAYING THE TAXI FROM THE RAMP KNOWING THAT WE ARE EXHAUSTED FLYING AN AIRPLANE THAT IS NOT WORKING WITH US IN WX THAT IS MISERABLE, WITH SNOW AND MINIMUM VISIBILITY, AND THE HIGH PACE OF ZNY WORKING YOU, OUR LAST LEG ON A DAY THAT HAS HAD NO END. WE CALL OUR POS ON THE FIELD, ANNOUNCE RWY TAXIING TO, POS RWY, DEPARTING TO SW, ALT -- THE USUAL CALLOUTS. OUT OF 6000 FT, WE CALLED ZBW AND AGAIN THE USUAL CALL -- WITH ONE EXCEPTION! CTR SAYS, 'HI AND LEB TWR WOULD LIKE TO SAY GOODBYE -- IN PERSON!' CAPT IS 2 INCHES TALL AND I AM WRITING NASA. THEY WERE VERY UNDERSTANDING ONLY BECAUSE NO ONE IN THEIR RIGHT MIND WAS IN THE AIR THAT DAY AND THERE WERE NO CLOSE CALLS. IN THE FLURRY OF COCKPIT DUTIES, I WAS SO FAR AHEAD THAT I SWITCHED OUT LEB TWR FREQS WITH TEB FREQS -- NOT GOOD. WERE LUCKY AND THE REST IS HISTORY. EXHAUSTION IS NO EXCUSE, ONLY A REASON TO SLOW DOWN AND REGROUP. THE ALTERNATIVE IS NOT PLEASANT AND FAR TOO QUIET FOR US ALL.

Synopsis :

A CHARTER TWIN JET TAKES OFF FROM LEB ARPT WITHOUT BENEFIT OF A TKOF CLRNC OR EVEN CONTACTING THE TWR.

Time

Date : 199903

Day : Fri

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : FMN.Airport

State Reference : NM

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : FMN.Tower

Make Model : Any Unknown or Unlisted Aircraft Manufacturer

Aircraft / 2

Controlling Facilities.Tower : FMN.Tower

Make Model : Any Unknown or Unlisted Aircraft Manufacturer

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 12020

Experience.Flight Time.Last 90 Days : 136

Experience.Flight Time.Type : 350

ASRS Report : 430425

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Oversight : PIC

Function.Flight Crew : Captain

Events

Anomaly.Incursion : Runway

Anomaly.Conflict : Ground Critical

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : FAR

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.None Taken : Detected After The Fact

Consequence.FAA : Investigated

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

WE LANDED AT NIGHT ON RWY 25 AT FMN. OUR TAXI INSTRUCTIONS WERE TO EXIT RWY ON TXWY A1 TO TXWY A AND HOLD SHORT OF RWY 5. AT THAT TIME WE HAD BEEN IN THE AIR 4 HRS 36 MINS FOR THAT LEG. OUR TOTAL TIME FOR THE DAY HAD BEEN 7 HRS 38 MINS. THE TIME OF ARR WAS XA30. THE PNF READ BACK TAXI INSTRUCTIONS, BUT DID NOT CONFIRM WITH PF. THE PF DID NOT HEAR THE HOLD SHORT INSTRUCTION AND TAXIED ACROSS RWY 5. ANOTHER ACFT BARELY MISSED US ON TOUCHDOWN. I BELIEVE OUR FATIGUE CAUSED OUR LACK OF CRM IN COCKPIT WHICH ALMOST RESULTED IN AN ACCIDENT.

Synopsis :

FO OF A CPR JET FAILED TO HOLD SHORT OF RWY DURING TAXI IN CAUSING A CONFLICT WITH ANOTHER ACFT TOUCHING DOWN ON THAT RWY.

Time

Date : 199903

Day : Tue

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : SOY.Airport

State Reference : IA

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Make Model : PA-32 Cherokee Six/Lance/Saratoga

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 1450

Experience.Flight Time.Last 90 Days : 60

Experience.Flight Time.Type : 15

ASRS Report : 431208

Person / 2

Function.Observation : Passenger

Person / 3

Function.Observation : Passenger

Events

Anomaly.Other Anomaly : Loss Of Aircraft Control

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Regained Aircraft Control

Consequence.Other : Emotional Trauma

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

COMING IN TO LAND AT END OF 6 HR FLT. SURFACE WINDS WERE 180 DEGS AT 10 KTS, WINDS AT PATTERN ALT WERE SW AT AROUND 20 KTS. I FLEW A LESS THAN PERFECT PATTERN BECAUSE OF THE WIND, AND BEING TIRED AND HUNGRY. ROLLED OUT ON FINAL, ON THE CTRLINE OF RWY 17. I CARRIED A BIT OF PWR, AND AS I LOCKED MY EYES ON THE LIGHTS AT THE END OF THE RWY, I EASED THE THROTTLE TO IDLE. THE MAINS 'GREASED' ON, AND I THOUGHT EVERYTHING WAS GOING GREAT. SUDDENLY, THE PLANE JERKED THIS WAY AND THAT. THE ROUGH RUDDER AND BRAKE INPUTS I MADE JERKED THE PLANE MORE, BUT I WAS 1/2 WAY DOWN THE RWY WHEN I REALIZED I WAS IN AND OUT OF THE GRASS. I BROUGHT THE PLANE BACK ONTO THE PAVEMENT WITH A STEADY DOSE OF R RUDDER. MY PAX THOUGHT IT HAD BEEN THE CRAZY XWIND THEY SAW AT ALT. I DIDN'T TRY TO CHANGE THEIR MINDS. WHAT REALLY HAPPENED? FATIGUE (NERVOUS AND DIDN'T SLEEP WELL BEFORE), HUNGER, BEING TIRED -- THOSE WERE 3 BIG PROBS. AND IT WAS 'HOME' -- GET THEREITIS. WHEN THE MAINS TOUCHED SO SAFELY, I QUIT FLYING THE PLANE AND RELAXED, BECAUSE 'I'M DONE.' WRONG! THAT WAS THE FINAL LINK IN THE CHAIN, AND I WAS A PAX FOR THE NEXT 30 SECONDS.

Synopsis :

A PIPER PA32-301 EXPERIENCED A RWY EXCURSION DURING LNDG ROLLOUT WITH NO INJURIES OR DAMAGE INCURRED.

Time

Date : 199903

Day : Wed

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : PSP.Airport

State Reference : CA

Altitude.MSL.Single Value : 4000

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.TRACON : PSP.TRACON

Make Model : Citation V

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 3500

Experience.Flight Time.Last 90 Days : 75

Experience.Flight Time.Type : 800

ASRS Report : 431220

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Departure

Events

Anomaly.Other Spatial Deviation : Track Or Heading Deviation

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.Flight CrewA : 1

Resolutive Action.None Taken : Detected After The Fact

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

I FAILED TO FOLLOW SID AFTER DEP FROM RWY 13L AT PALM SPRINGS REGIONAL ARPT. THE SID REQUIRES A L TURN AFTER TKOF FROM RWY 13L/R. THIS WAS THE SECOND FLT OF THE DAY OUT OF PALM SPRINGS AND WE USED THE OPPOSITE RWY FROM THE FIRST FLT. THE OPPOSITE RWY (RWY 31L/R) SID REQUIRES DEPS TO MAINTAIN RWY HDG. SEVERAL THINGS CONTRIBUTED TO MISSING THE TURN. 1) WE BRIEFED THE SID DURING THE FIRST FLT AND FAILED TO REVIEW IT AGAIN FOR THE SECOND FLT. 2) THE WX WAS VFR WITH GOOD VISIBILITY AND TERRAIN CLRNC WAS NOT CONSIDERED A PROB. 3) FATIGUE AT THE END OF A LONG DAY. THE KEY TO PREVENTING THIS IS TO REVIEW AND BRIEF THE SID PRIOR TO EVERY FLT.

Synopsis :

C560 CREW FAILS TO FOLLOW SID TRACK DEPARTING PSP.

Time

Date : 199903

Day : Sat

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : LRD.Airport

State Reference : TX

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Make Model : Commercial Fixed Wing

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 4300

Experience.Flight Time.Last 90 Days : 125

Experience.Flight Time.Type : 675

ASRS Report : 431610

Person / 2

Function.Flight Crew : First Officer

Events

Anomaly.Non Adherence : Company Policies

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.Flight CrewA : 969

Consequence.Other : Company Review

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

MAR/XA/99. WE ARRIVED IN LAREDO AT ZA50 AND BLOCKED IN AT ZA54. WE WERE LATE ARRIVING AND OUR REST WAS REDUCED TO 8 HRS. WE DETERMINED THAT OUR DEP TIME THE NEXT DAY TO BE YB09. (COMPANY RULES: REST BEGINS 15 MINS AFTER BLOCK-IN.) WHEN WE ARRIVED AT THE ARPT ON MAR/XB/99 AT APPROX YZ35, THE STATION PERSONNEL TOLD ME WE HAD SEVERAL PAX WITH VERY TIGHT CONNECTIONS IN DALLAS, SOME INTL CONNECTIONS AS WELL. I HAD PLANNED ON DEPARTING AT YB09 AND TOLD THE STATION PERSONNEL THAT WE WOULD CALL WHEN WE COULD BOARD. MY CREW COMPLETED THEIR PREFLT DUTIES AS WELL AS MYSELF AND WE WERE READY TO BOARD. BOARDING WAS COMPLETE AND THE ACFT WAS BLOCKED OUT AT YB56. WE DEPARTED AT YC04, 5 MINS PRIOR TO YC09. I DISCOVERED THE MISTAKE WHEN I RETURNED TO ZZZ. WHEN I DISCOVERED THAT CREW SCHEDULING HAD TAKEN ME OFF MY NEXT TRIP, THEY (CREW SCHEDULING) MADE MY SEQUENCE A CONTINUOUS DUTY OVERNIGHT, WHICH ALLOWS 14 HRS ON DUTY. I WAS THEN RELEASED TO REST. I HAVE CONCLUDED THAT I ALLOWED THE STATION PERSONNEL TO PRESSURIZE ME IN LEAVING 'AS EARLY AS POSSIBLE' AND I FAILED TO KEEP A CLOSE EYE ON OUR TIME.

Synopsis :

A COMMERCIAL FIXED WING PAX ACFT WAS DISPATCHED WITH THE CREW IN NON COMPLIANCE BY NOT HAVING THE REQUIRED 8 HRS REST.

Time

Date : 199903

Day : Wed

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.AGL.Single Value : 0

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 2500

Experience.Flight Time.Last 90 Days : 151

Experience.Flight Time.Type : 560

ASRS Report : 431990

Events

Anomaly.Non Adherence : Company Policies

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.Flight CrewA : 1

Consequence.Other : Company Review

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

I REALIZED THAT DUE TO CERTAIN CIRCUMSTANCES THAT ON THE NIGHT OF MAR/XA/99 I DID NOT GET MINIMUM NUMBERS OF HRS OF REST. I HAD 8 HRS OF REST INSTEAD OF THE REQUIRED 9. THIS IS BASED ON MY FLYING 9 HRS WITHIN A 24 HR PERIOD. WHEN I REALIZED THE PROB, I CEASED ALL FLYING AND RECEIVED REQUIRED REST OF 12 HRS. I NOW UNDERSTAND THE REASON FOR THE PROB AND WILL BETTER FOLLOW UP WITH REQUIRED REST TO PREVENT THIS FROM EVER OCCURRING AGAIN.

Synopsis :

A CAPT RPTS NOT HAVING MINIMUM REST TIME BASED ON FLYING 9 HRS IN A 24 HR PERIOD.

ACN: 432228

Time

Date : 199903

Day : Thu

Local Time Of Day : 0601 To 1200

Place

State Reference : NE

Altitude.MSL.Single Value : 10000

Environment

Flight Conditions : Mixed

Aircraft / 1

Controlling Facilities.ARTCC : ZDV.ARTCC

Make Model : Cessna 404 Titan

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 2200

Experience.Flight Time.Last 90 Days : 240

Experience.Flight Time.Type : 310

ASRS Report : 432228

Person / 2

Function.Controller : Radar

Events

Anomaly.Other Spatial Deviation : Track Or Heading Deviation

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : FAR

Independent Detector.Other.ControllerA : 2

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Became Reoriented

Resolatory Action.Controller : Issued New Clearance

Resolatory Action.None Taken : Detected After The Fact

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

I HADN'T SLEPT MUCH IF AT ALL IN THE 3 OR 4 DAYS PRIOR TO THE EVENT. I GUESS FATIGUE CAUGHT UP WITH ME AND I FELL ASLEEP IN THE COCKPIT. (THE AUTOPLT WAS ENGAGED.) WHEN I WOKE UP, I WAS APPROX 70 MI E OF MY DEST, LBF. I IMMEDIATELY CONTACTED CTR AND TURNED BACK TOWARD THE ARPT. LNDG WAS UNEVENTFUL. IN THE FUTURE I WILL RECOGNIZE MY OWN LIMITATIONS AND THE DANGERS OF FATIGUE.

Synopsis :

AN ATX C404 PLT RPTS OVERFLYING HIS DEST WHEN HE FELL ASLEEP AT 10000 FT.

ACN: 435350

Time

Date : 199904

Day : Fri

Local Time Of Day : 1801 To 2400

Place

State Reference : NE

Altitude.MSL.Bound Lower : 3800

Altitude.MSL.Bound Upper : 4500

Environment

Flight Conditions : IMC

Aircraft / 1

Controlling Facilities.ARTCC : ZMP.ARTCC

Make Model : Rockwell North American Twin Piston Undifferentiated or Other Mod

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 11700

Experience.Flight Time.Last 90 Days : 101

Experience.Flight Time.Type : 2500

ASRS Report : 435350

Person / 2

Function.Controller : Radar

Events

Anomaly.Altitude Deviation : Excursion From Assigned Altitude

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.None Taken : Detected After The Fact

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

ENRTE FROM JMS, ND, TO HDE, NE, POSSIBLE INADVERTENT PREMATURE DSCNT FROM ASSIGNED ALT IN CONJUNCTION WITH IAP FOR HDE. AFTER OBTAINING THE AUTOMATED WX RPT FROM HDE, PLT REQUESTED AND RECEIVED A CHANGE IN ROUTING CLRNC TO PROCEED FROM THE PRESENT POS TO THE EAR VOR, THEN DIRECT TO HDE IN ANTICIPATION OF THE VOR DME APCH TO HOLDREGE. DSCNT CLRNC WAS RECEIVED TO 4500 FT MSL UNTIL THE EAR VOR. PLT SPECIFICALLY REQUESTED THE VOR DME APCH TO HDE. AFTER THE ACFT REACHED THE EAR VOR, WHICH IS THE IAF FOR THE VOR DME APCH TO HDE, A DSCNT WAS BEGUN TO 3800 FT MSL, THE MINIMUM ALT SPECIFIED FOR THE INITIAL APCH SEGMENT, UNDER THE BELIEF THAT THE APCH CLRNC HAD BEEN RECEIVED. SHORTLY AFTER THE DSCNT FROM 4500 FT WAS BEGUN, THE ATC CTR ADVISED THAT THE ACFT WAS CLRED FOR THE APCH. THE TIMING OF THIS CLRNC, COUPLED WITH THE PLT'S REQUEST SPECIFICALLY FOR THE VOR DME APCH AND THE 4500 FT ALT ASSIGNMENT UNTIL THE VOR RAISED QUESTION IN THE PLT'S MIND AS TO WHETHER THE DSCNT WAS PREMATURE. THE PLT ACKNOWLEDGED THE CLRNC FOR THE APCH, WHICH WAS COMPLETED UNEVENTFULLY, FOLLOWED BY A NORMAL LNDG AT HOLDREGE. WHEN THE HDE ARPT WAS SIGHTED AND VFR CONDITIONS COULD BE MAINTAINED TO THE ARPT, THE PLT UNSUCCESSFULLY ATTEMPTED TO CANCEL THE IFR FLT PLAN WITH ZMP. HOWEVER, BECAUSE OF THE LOCATION OF THE ZDV RCO, THE PLT WAS ABLE TO CANCEL HIS IFR FLT PLAN WITH ZDV, AND WAS ADVISED THAT DENVER WOULD NOTIFY MINNEAPOLIS OF THE CANCELLATION. THE REMAINDER OF THE FLT TO THE DEST ARPT (HDE) WAS UNEVENTFUL. CONTRIBUTING FACTORS: FATIGUE -- A 14 HR DAY. ILLNESS OF FAMILY MEMBER. CONCERN OVER THE TREND FOR DETERIORATING WX CONDITIONS AT THE DEST.

Synopsis :

PLT OF AN AERO COMMANDER 690 DSNDENED FOR A VOR DME APCH JUST PRIOR TO BEING CLRED FOR THE APCH.

Time

Date : 199904
Day : Mon
Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : OMA.Airport
State Reference : NE
Altitude.AGL.Bound Lower : 0
Altitude.AGL.Bound Upper : 4000

Environment

Flight Conditions : IMC

Aircraft / 1

Controlling Facilities.Tower : OMA.Tower
Make Model : Learjet 25

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 5700
Experience.Flight Time.Last 90 Days : 220
Experience.Flight Time.Type : 1700
ASRS Report : 435718

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Observation : Company Check Pilot
Function.Observation : Passenger

Person / 4

Function.Controller : Local

Events

Anomaly.Altitude Deviation : Overshoot
Anomaly.Inflight Encounter : Weather
Anomaly.Non Adherence : Clearance
Anomaly.Non Adherence : Company Policies
Anomaly.Non Adherence : FAR
Anomaly.Other Anomaly : Loss Of Aircraft Control
Anomaly.Other Anomaly : Speed Deviation
Anomaly.Other Anomaly : Unstabilized Approach
Independent Detector.Other.Flight CrewA : 2
Independent Detector.Other.Flight CrewB : 3
Resolatory Action.None Taken : Anomaly Accepted
Consequence.Other : Company Review

Supplementary

Problem Areas : Environmental Factor
Problem Areas : Flight Crew Human Performance
Problem Areas : Weather

Narrative :

I HAD A BAD NIGHT. I WAS TIRED. I MADE NUMEROUS ERRORS THAT WERE OBSERVED AND RPTD BY 2 INSTRUCTOR PLT/CHK AIRMAN SITTING ON THE JUMP SEATS. MY JUDGEMENT AND THOUGHT PROCESS WAS IMPAIRED AND I DID NOT REALIZE IT AT THE TIME. AT THE SAME TIME THOUGH, THEY DID NOTHING OVER THE 3 LEGS TO STOP ME. THE ACFT WAS NOT DAMAGED, BUT I WAS CALLED UP IN FRONT OF THE DIRECTOR OF OPS AND RELIEVED OF DUTY FOR 7 WORKING DAYS. IN OUR COMPANY WE HAVE A CORE VALUE 'OPEN AND FREE COM' THAT OBVIOUSLY BROKE DOWN HERE. I ALWAYS THOUGHT I WOULD REALIZE I WAS TOO TIRED/STRESSED TO FLY BUT I DIDN'T. I HAVE FLOWN NIGHTS FOR OVER 3 YRS AND HAVE ALWAYS FELT TIRED, AND APPARENTLY I HAVE TO READJUST MY GAUGE TO FIGURE OUT WHEN I AM TIRED. I KNOW I AM NOT ALONE. WHILE APCHING CPS WITH THE PIC FLYING, ACFT WAS BENEATH THE LATERAL LIMITS OF CLASS B AIRSPACE THE AIRSPD WAS ALLOWED TO BE 250 KIAS. WHILE CIRCLING AT CPS, THE ACFT WAS ALLOWED TO CLB 200 FT HIGH REPEATEDLY PUTTING THE ACFT IN THE CLOUDS ELIMINATING VISUAL REF TO THE RWY FOR EXTENDED PERIODS. THE SIC ADVISED THE PIC TO GO AROUND ON 2 OCCASIONS THEN THE PIC RESPONDED IN A FORCEFUL MANNER 'I KNOW WHERE I AM.' BEFORE DEP FROM CPS, OTHER QUALIFIED CAPT OFFERED TO FLY THE OUTBOUND LEG BUT THE PIC REFUSED THE OFFER. WHILE APCHING MKC, WITH THE PIC FLYING, AT LEAST A 360 DEG TURN WAS MADE EITHER FOR SPACING OR TO LOSE ALT WITH SPOILERS. INITIAL ALT WAS 2600 FT MSL BUT THE PIC DSNDED TO 2400 FT MSL, THE SIC ADVISED TO CLB. UPON LNDG AT MKC, HVY BRAKING WAS USED CAUSING THE ACFT TO SLIDE TOWARD THE L SIDE OF THE RWY. IT APPEARED AS IF A HIGH SPD TURN OFF WAS BEING ATTEMPTED. HOWEVER, NONE WAS AVAILABLE. THE ACFT WAS SIDEWAYS ENOUGH THAT WHEN THE PIC RELEASED SOME BRAKE PRESSURE, THE ACFT RETURNED TO THE CTRLINE. RWY WAS WET AND 7001 FT LONG, REVERSE WAS AT IDLE DEPLOY. WHILE APCHING TO LAND AT OMA, WITH THE PIC FLYING, THE ACFT WAS TOO HIGH AND TOO CLOSE TO ARRIVE AT THE INITIAL ALT AT THE APPROPRIATE POS. ATC QUERIED ABOUT BEING ABLE TO GET DOWN IN TIME, RESPONSE WAS TO THE AFFIRMATIVE. ATC WAS ALSO REQUESTING THE FLT TO SLOW FOR SPACING. PIC FINALLY WAS USING 6000 FPM AND 280 KIAS FAF INBOUND WITH FULL SCALE GS DEFLECTION (ACFT HIGH). SIC ADVISED THE PIC TO GO AROUND AND FINALLY THE PIC AGREED. ATC ADVISED TO CLB AND MAINTAIN 3000 FT MSL. HOWEVER, THE PIC CLBED TO 3400 FT MSL AND REACHED OVER TO TURN OFF THE MODE C. UPON LNDG AT OMA, HVY BRAKING WAS USED. THE PIC ALLOWED THE ACFT TO SLIDE SIDEWAYS TO THE L. THE FLT WAS GIVEN DISCRETION FOR THE INITIAL DSCNT DESCRIBED ABOVE. RWY WAS WET AND 9500 FT LONG, REVERSE AT IDLE DEPLOY. IN ALL SITS LISTED ABOVE, THE WX WAS IMC.

Synopsis :

AN LR25 PIC ENCOUNTERS MANY DIFFICULTIES WITH ACFT CTL DURING A 3 LEG TRIP TO OMA, NE.

Time

Date : 199905

Day : Wed

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : ABR.Airport

State Reference : SD

Altitude.MSL.Bound Lower : 15600

Altitude.MSL.Bound Upper : 20000

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.ARTCC : ZMP.ARTCC

Make Model : Small Transport, Low Wing, 2 Turboprop Eng

Aircraft / 2

Controlling Facilities.ARTCC : ZMP.ARTCC

Make Model : Gates Learjet Corp Undifferentiated or Other Model

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 2650

Experience.Flight Time.Last 90 Days : 50

ASRS Report : 436210

Person / 2

Function.Flight Crew : First Officer

Experience.Flight Time.Total : 6250

Experience.Flight Time.Last 90 Days : 40

Experience.Flight Time.Type : 35

ASRS Report : 436219

Person / 3

Function.Controller : Radar

Person / 4

Function.Oversight : PIC

Function.Flight Crew : Captain

Events

Anomaly.Altitude Deviation : Overshoot

Anomaly.Conflict : Airborne Less Severe

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Independent Detector.Aircraft Equipment : TCAS

Independent Detector.Other.ControllerA : 3

Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 2

Resolatory Action.Flight Crew : Returned To Original Clearance

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

WE WERE ADVISED BY ATC TO OBTAIN CURRENT WX AT OUR DEST AND TO INFORM HIM WHEN WE HAD COMPLETED THAT TASK. I AND THE FO AGREED THAT HE WOULD OBTAIN THE WX AND I WOULD MONITOR CTR FREQ AND CONTINUE FLYING THE ACFT. SHORTLY AFTER THE FO BEGAN GETTING THE WX, ATC AMENDED AN EARLIER CLRNC AND INSTRUCTED US TO DSND FROM FL200 TO 16000 FT. THEY ALSO ADVISED US OF OPPOSITE DIRECTION TFC AT 11 O'CLOCK POS AND 10 MI CLBING TO 15000 FT. I ACCEPTED THE DSCNT CLRNC AND BEGAN DSNDING USING THE AUTOPLT. I SET THE ALT SELECT AT 16000 FT AND DSNDDED AT APPROX 1800 FPM. TO MY BEST RECOLLECTION I WAS NOT GIVEN A CURRENT ALTIMETER SETTING WITH THE AMENDED CLRNC FROM ATC. SIMULTANEOUSLY I BEGAN SEARCHING FOR THE TFC AT MY 11 O'CLOCK POS. AS THE AUTOPLT STARTED TO LEVEL OFF AT 16000 FT MY FO COMPLETED OBTAINING THE ABR WX AND SET HIS ALTIMETER. IT WAS IMMEDIATELY NOTED THAT I WAS DSNDING THROUGH 16000 FT. I HAD THE TFC IN SIGHT AND INITIATED A CLB AND ASKED THE FO TO RESET MY ALTIMETER. ATC ADVISED US THAT WE WERE 400 FT LOW AND THE TFC HAD DEVIATED BECAUSE OF TCASII ALERT. CONTRIBUTING FACTORS INCLUDED: DSNDING TOWARDS A CLBING ACFT ON ROUGHLY A RECIPROCAL BEARING TO OUR COURSE. AN EXTREMELY DEEP LOW PRESSURE SYS CONTRIBUTED TO HIGHER THAN NORMAL ALTIMETER ERROR, 29.92 SET VERSUS 29.16 ACTUAL. HIGH COCKPIT WORKLOAD, MONITORING RADAR, 1 PLT GETTING WX AT DEST BECAUSE CTR WAS TOO BUSY, LOOKING FOR TFC, DEVIATING FOR WX AND AN INITIATED DSCNT AND AMENDED CLRNC. POSSIBLE CREW FATIGUE AS THEY HAD BEEN CALLED OUT AT XX40 THAT MORNING. CRM, AS A RESPONSIBILITY OF THE CAPT, SHOULD HAVE BEEN BETTER.

Synopsis :

FAILURE BY SMT FLC TO SET ALTIMETER DSNDING THROUGH FL180 RESULTS IN ALT OVERSHOOT WHICH TRIGGERS TCASII ALERT IN ANOTHER ACFT.

Time

Date : 199905
Day : Thu
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : LGB.Airport
State Reference : CA

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : LGB.Tower
Make Model : Challenger CI601

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 17000
Experience.Flight Time.Last 90 Days : 200
Experience.Flight Time.Type : 1200
ASRS Report : 436477

Person / 2

Function.Observation : Observer

Person / 3

Function.Observation : Observer

Events

Anomaly.Aircraft Equipment Problem : Critical
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Anomaly.Other Anomaly : Loss Of Aircraft Control
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.None Taken : Insufficient Time
Resolatory Action.None Taken : Unable
Consequence.FAA : Investigated
Consequence.Other : Aircraft Damaged

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

THE FOLLOWING NARRATIVE DESCRIBES A GND INCIDENT ONLY. I WAS ACCOMPANIED IN THE ACFT BY MECHS OCCUPYING THE R SEAT AND THE JUMP SEAT. THE PURPOSE WAS TO ATTEMPT, DURING A HIGH SPD TAXI, TO DUPLICATE A RPTED THRUST REVERSER DEPLOYMENT PROB. ALL CHKLISTS WERE READ BY THE MECH IN THE R SEAT AND THE ACTIONS WERE CONFIRMED BY ME. DURING THE HIGH SPD TAXI AND SUBSEQUENT THRUST REVERSER DEPLOYMENT, THE ACFT PITCHED UP AND BECAME AIRBORNE. THE ACFT VEERED OFF THE RWY AND SETTLED ONTO THE PARALLEL SOD INFIELD. THE R MAIN GEAR AND NOSE GEAR COLLAPSED. THE ACFT SUSTAINED DAMAGE THAT, AT THIS TIME, APPEARS REPAIRABLE. THE INJURIES TO THIS WRITER AND THE MECHS ARE MINOR. FACTORS TO CONSIDER: AS TO WHETHER THE GND SPOILERS WERE ARMED OR THE FLT SPOILERS WERE DEPLOYED AFTER CLOSING THE THROTTLES, I SIMPLY DO NOT REMEMBER. THESE ACTIONS ARE NORMALLY INGRAINED AND THEREFORE ROUTINE, BUT I HAVE NO MEMORY OF EITHER. NOT HAVING A QUALIFIED PLT IN THE R SEAT WAS A DEFINITE FACTOR. THE OVERLOOKING OF ANY CHKLIST ITEMS WOULD HAVE BEEN BROUGHT TO MY ATTN BY ANOTHER PLT. THE ACFT HAS A VERY REAL PROB (NOSE PITCH UP) DURING THRUST REVERSER DEPLOYMENT. I'VE HAD SEVERAL UNSOLICITED PHONE CALLS CONFIRMING THIS. THIS CHARACTERISTIC SHOULD BE STRESSED DURING INITIAL AND RECURRENT TRAINING. FATIGUE AND STRESS WERE DEFINITE, AND MAYBE THE OVERRIDING FACTORS. I HAD BEEN STRESSED IN DEALING WITH PERSONNEL PROBS WITHIN MY ORGANIZATION. I KNEW I WAS TIRED BUT, AS MANY MGRS DO, DECIDED THE JOB MUST GET DONE.

Synopsis :

A CL601 DURING A HIGH SPD TAXI FOR MAINT TROUBLESHOOTING AT LGB BECAME AIRBORNE AND SUFFERED DAMAGE AFTER EXITING THE RWY.

Time

Date : 199905
Day : Wed
Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : DCA.Airport
State Reference : DC
Altitude.AGL.Single Value : 500

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : DCA.Tower
Make Model : Citation III

Person / 1

Function.Flight Crew : First Officer
Experience.Flight Time.Total : 2900
Experience.Flight Time.Last 90 Days : 40
Experience.Flight Time.Type : 40
ASRS Report : 436600

Person / 2

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 6000
Experience.Flight Time.Last 90 Days : 100
Experience.Flight Time.Type : 400
ASRS Report : 436211

Person / 3

Function.Controller : Local

Events

Anomaly.Other Spatial Deviation : Track Or Heading Deviation
Anomaly.Non Adherence : Clearance
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.ControllerA : 3
Resolatory Action.Controller : Issued Advisory
Resolatory Action.Controller : Issued New Clearance

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

CREW WAS TO FERRY ACFT FROM DCA TO PHL AFTER AN EARLY MORNING SHOW AND APPROX 6.4 HRS OF NIGHT FLYING. CREW WAS TIRED, HOWEVER THOUGHT THE FLT COULD BE COMPLETED EASILY. CREW RECEIVED CLRNC. CREW RECEIVED DEP PROC AND HAD VISUAL DIAGRAM FOR AVOIDING PROHIBITED AREAS OFF N DEPARTING RWYS. CREW WAS CLRED INTO POS ON RWY 3 FOR AN IMMEDIATE TKOF, TFC WAS WITHIN 2 MI. CREW ACCOMPLISHED TKOF AND STARTED A TURN TO THE L TO STAY OVER THE RIVER AND AVOID THE PROHIBITED AREAS. THIS WAS A RESULT OF COUNTLESS DEPS FROM RWY 36 VICE RWY 3. TWR IMMEDIATELY ADVISED CREW TO TURN TO 060 DEGS THEN 070 DEGS, CLB AND MAINTAIN 3000 FT WHICH WAS ACCOMPLISHED. FACTORS: CREW WAS QUITE TIRED. CREW ERRED BY NOT FLYING WHAT THEY BRIEFED. CREW WAS RUSHED BY THE TWR DUE TO TFC ON SHORT FINAL.

Synopsis :

TRACK DEV IN VIOLATION OF DCA PUBLISHED NOISE ABATEMENT DEP PROCS.

Time

Date : 199905

Day : Sun

Local Time Of Day : 1801 To 2400

Place

State Reference : MD

Altitude.MSL.Single Value : 27000

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.ARTCC : ZDC.ARTCC

Make Model : Challenger Jet Undifferentiated or Other Model

Component / 1

Aircraft Component : FMS/FMC

Aircraft Reference : X

Problem : Improperly Operated

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 13000

Experience.Flight Time.Last 90 Days : 100

Experience.Flight Time.Type : 100

ASRS Report : 438365

Person / 2

Function.Flight Crew : First Officer

Experience.Flight Time.Total : 6200

Experience.Flight Time.Last 90 Days : 75

Experience.Flight Time.Type : 50

ASRS Report : 438952

Person / 3

Function.Controller : Radar

Events

Anomaly.Other Spatial Deviation : Track Or Heading Deviation

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.ControllerA : 3

Supplementary

Problem Areas : Environmental Factor

Problem Areas : Flight Crew Human Performance

Problem Areas : Weather

Narrative :

WX AT DEST WENT BELOW MINIMUMS. I PHONED WX SVC FOR OPINION ON WHEN WX WOULD COME UP. I WAS JUST HANGING UP AND DISCUSSING SIT WITH FLT ATTENDANT. ATC ISSUED HOLDING INSTRUCTIONS. ALL I HEARD WAS HOLD AT GRACO INTXN. FO WAS A NEW HIRE, HE COPIED THE HOLDING INSTRUCTION. I BROUGHT UP THE HOLDING PAGE AND DISPLAYED THE HOLD. I ASKED FOR CONFIRMATION. WHEN HE SAID IT WAS OK, I EXECUTED THE HOLD. AFTER COMPLETING THE OUTBOUND TURN, ATC ASKED US TO MAKE THE NEXT TURN IN THE HOLD TO THE L. THE FO REPLIED THAT'S WHAT HE HAD COPIED. 2 SOLUTIONS: 1) HAVE MORE PATIENCE AND LET THE FO ENTER THE HOLD. 2) EMPHASIZE TO FO THAT I DID NOT HEAR THE HOLDING INSTRUCTIONS. CONTRIBUTING FACTORS: HIGH SPD, UNEXPECTED HOLD, LATE INSTRUCTION, FAR FROM DEST. SUPPLEMENTAL INFO FROM ACN 438952: HE MISTAKENLY PROGRAMMED THE HOLD WITH R TURNS AND WHILE CHKING THE HOLD I FAILED TO CATCH THE ERROR. CONTRIBUTING FACTORS WERE: FATIGUE -- ONLY A 12 1/2 HR DAY, BUT WAS 12 1/2 HRS OF NONSTOP FLYING, 4 LEGS, 6 APCHS -- 2 OF THEM TO A MISS, 2 OF THEM TO MINIMUMS. WE WERE TIRED. ALSO, I AM NEW TO THE ACFT WHICH I THINK CONTRIBUTED TO MY ERROR IN NOT CATCHING AN ERRONEOUS HOLD PROGRAMMED IN THE FMS.

Synopsis :

A CL64 CPR JET MAKES ITS HOLDING PATTERN TURN IN THE WRONG DIRECTION NEAR GVE, VA.

Time

Date : 199906

Day : Tue

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : LUK.Airport

State Reference : OH

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : Mixed

Aircraft / 1

Controlling Facilities.Tower : LUK.Tower

Make Model : Commercial Fixed Wing

Component / 1

Aircraft Component : Gear Extend/Retract Mechanism

Aircraft Reference : X

Problem : Improperly Operated

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 9200

Experience.Flight Time.Last 90 Days : 81

ASRS Report : 439373

Person / 2

Function.Controller : Local

Events

Anomaly.Inflight Encounter : Weather

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.Flight CrewA : 1

Resolutory Action.None Taken : Detected After The Fact

Consequence.Other : Aircraft Damaged

Supplementary

Problem Areas : Aircraft

Problem Areas : Environmental Factor

Problem Areas : Flight Crew Human Performance

Problem Areas : Weather

Narrative :

ROUTINE CPR PAX PICKUP AT CINCINNATI LUNKEN ARPT. 3 PAX ALREADY ONBOARD. MY DUTY DAY STARTED AT XA30. 1ST DEP AT XC30 FROM HOME ARPT (PTK). PAX DROP OFF AT I69. THEN DEADHEAD DEP AT XE10 FOR FLORENCE, SC (FLO). DEPARTED (FLO) AT XJ25 WITH 3 PAX FOR CINCINNATI TO PICK UP ONE MORE PAX AND RETURN TO PTK. ALL OPS TO THIS POINT WERE VERY ROUTINE AND PLEASANT. HOWEVER, THIS WAS JUST THE SECOND TRIP SINCE THE ACFT HAD BEEN EXTENSIVELY RECONFIGURED WITH A NEW NAV SYS ADDED. AND THERE WERE SOME MINOR PROBS WITH THE INSTALLATION WHICH WAS A DISTR. AS WE NEARED CINCINNATI NUMEROUS TSTMS REQUIRED SOME DEV, BUT WERE NOT A FACTOR AT THE ARPT. EXTENSIVE VECTORING WAS NECESSARY TO FIT US INTO THE ARPT TFC WITH SPD REDUCTIONS THAT EVENTUALLY REQUIRED APCH FLAPS (5 DEGS) TO BE SELECTED MANY MI FROM THE ARPT. (I WAS BEING SET UP AND I DIDN'T KNOW IT.) NORMALLY, GEAR DOWN WOULD BE SELECTED FIRST IMMEDIATELY FOLLOWED BY FLAPS (5 DEGS). WHEN FINALLY CLRED FOR ILS RWY 21L AT APPROX 5 MI FINAL I SELECTED FLAPS (20 DEGS) AND COMMENCED APCH AND LNDG. WITH 20 DEG OF FLAPS WE HAD PLENTY OF DRAG AND ENOUGH TURB TO MASK THE FACT THAT THE LNDG GEAR WERE NOT EXTENDED UNTIL TOO LATE. THE WARNING HORN AND GND CONTACT WERE JUST ABOUT SIMULTANEOUS. WHAT CAN WE LEARN FROM THE INCIDENT? I THINK I WAS TIRED, TIRED MORE THAN ANYTHING ELSE, LONG DUTY DAY. THE DAY BEFORE WAS TOO. THE NAV RADIO PROB AND NEWNESS OF THE SYS REQUIRED ADDITIONAL CONCENTRATION. THE TENSION OF TSTMS IN THE TERMINAL AREA. LONG VECTORS WITH SPD RESTRS ALL REQUIRE GREATER EFFORT. 90 DEGS PLUS TEMPS ADD TO FATIGUE ALSO. I DID DO THE FINAL CHKLST. BUT IT WAS AN EXERCISE IN ROTE, NOT REALITY. I WAS JUST TOO TIRED AND WANTED TO LAND, WHICH I DID, WHEELS UP.

Synopsis :

AN ATX PLT LANDS HIS ACFT AFTER A LONG DAY BUT FORGETS TO PUT HIS GEAR DOWN AT LUK, OH.

Time

Date : 199906

Day : Thu

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : BFL.Airport

State Reference : CA

Altitude.MSL.Single Value : 1000

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : BFL.Tower

Make Model : Dassau-Breguet Undifferentiated or Other Model

Aircraft / 2

Controlling Facilities.Tower : BFL.Tower

Make Model : Amateur (Home) Built

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 7000

Experience.Flight Time.Last 90 Days : 100

Experience.Flight Time.Type : 200

ASRS Report : 440636

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Flight Crew : Single Pilot

Person / 4

Function.Flight Crew : Single Pilot

Person / 5

Function.Controller : Local

Events

Anomaly.Conflict : Airborne Less Severe

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Anomaly.Other Anomaly : Unstabilized Approach

Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 2

Resolatory Action.Flight Crew : Took Precautionary Avoidance Action

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

TWR SAID 'CLRED TO DSND AND YOU'RE FOLLOWING AN EXPERIMENTAL ON FINAL.' WE WERE LOOKING FOR THE TFC TO FOLLOW AND GETTING CLOSER TO THE POINT AT WHICH WE WOULD NEED TO TURN 120 DEGS TO BE ON FINAL. AT THE POINT IT WOULD BE NECESSARY TO TURN, I RPTED TFC WAS STILL NOT IN SIGHT. THE TWR SAID 'SQUARE YOUR BASE TO FINAL TURN.' WE BOTH REALIZED THAT WE WERE SLOW (APPROX REF +10) AND XING THE EXTENDED CTRLINE FOR OUR RWY. WE REALIZED WE WERE GOING TO CROSS FINAL FOR RWY 30L AND AS WE SAW BOTH AIRPLANES, WE CROSSED BTWN THEM AND REQUESTED A L 270 DEG TURN TO FINAL AND WERE CLRED FOR THAT. WE CLRED ALL TFC AND WERE CLRED TO LAND. CREW WERE BOTH VERY TIRED.

Synopsis :

A FALCON 2000 FLC CROSS THE EXTENDED RWY CTRLINE AND PASSED BTWN 2 ACFT ON FINAL FOR THE PARALLEL RWY AT BFL.

Time

Date : 199906
Day : Sun
Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : RIC.Airport
State Reference : VA
Altitude.MSL.Single Value : 2000

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.TRACON : RIC.TRACON
Make Model : Beech 1900

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 1700
Experience.Flight Time.Last 90 Days : 120
Experience.Flight Time.Type : 650
ASRS Report : 441460

Person / 2

Function.Flight Crew : First Officer
Experience.Flight Time.Total : 1200
Experience.Flight Time.Last 90 Days : 120
Experience.Flight Time.Type : 120
ASRS Report : 441077

Person / 3

Function.Controller : Approach

Person / 4

Function.Controller : Local

Events

Anomaly.Other Spatial Deviation : Track Or Heading Deviation
Anomaly.Non Adherence : Clearance
Independent Detector.Other.ControllerA : 4
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Became Reoriented
Resolatory Action.Flight Crew : Executed Go Around
Resolatory Action.Controller : Issued Advisory
Resolatory Action.Controller : Issued New Clearance

Supplementary

Problem Areas : Airport
Problem Areas : Environmental Factor
Problem Areas : Flight Crew Human Performance

Narrative :

WE (ACFT X) WERE GIVEN A HDG TO FLY AND ASKED TO RPT THE FIELD IN SIGHT. I CALLED A RWY IN SIGHT AT OUR 1 O'CLOCK POS. APCH CLRED US FOR THE VISUAL AND TOLD US TO CONTACT TWR. WE TURNED TOWARDS THE RWY ON A R DOGLEG. WE CONTACTED TWR AND WERE CLRED TO LAND RWY 20. AT ABOUT A 2 OR 3 MI FINAL, WE NOTICED THAT THE VOR APCH WE WERE USING TO BACK UP THE APCH WAS NOT CTRING. WE THEN LOOKED AT OUR HDG OF APPROX 160 DEGS AND DECIDED WE WERE LINED UP FOR THE WRONG RWY. I CALLED TWR AND THEY SAID IT LOOKED LIKE WE WERE LINED UP FOR RWY 16 AND TOLD US WE WERE CLRED TO LAND RWY 16 IF WE'D LIKE. BECAUSE OF THE CONFUSION WE WERE NOT CONFIGURED COMPLETELY FOR LNDG, SO I MADE THE DECISION TO GO AROUND. THEY GAVE US RADAR VECTORS TO RWY 20 AND WE LANDED UNEVENTFULLY. AS I LOOK BACK, I'M NOT GOING TO BE ACCEPTING VISUAL APCHS AT NIGHT UNLESS I CAN BACK IT UP WITH AN ILS. I ALSO SHOULD HAVE MADE THE DECISION TO GO AROUND AS SOON AS THINGS DIDN'T LOOK QUITE RIGHT.

Synopsis :

B190 FLC CLRED FOR VISUAL APCH AND CONDUCT FLT TO WRONG RWY.

Time

Date : 199906

Day : Tue

Local Time Of Day : 1201 To 1800

Place

State Reference : MA

Altitude.MSL.Bound Lower : 3000

Altitude.MSL.Bound Upper : 4000

Environment

Flight Conditions : IMC

Aircraft / 1

Controlling Facilities.TRACON : Y90.TRACON

Make Model : Beech 1900

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 5000

Experience.Flight Time.Last 90 Days : 300

Experience.Flight Time.Type : 3500

ASRS Report : 441530

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Approach

Events

Anomaly.Other Spatial Deviation : Track Or Heading Deviation

Anomaly.Altitude Deviation : Crossing Restriction Not Met

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : Company Policies

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Anomaly.Other Anomaly : Unstabilized Approach

Independent Detector.Other.ControllerA : 3

Resolatory Action.None Taken : Anomaly Accepted

Consequence.FAA : Reviewed Incident With Flight Crew

Supplementary

Problem Areas : ATC Human Performance

Problem Areas : Environmental Factor

Problem Areas : Flight Crew Human Performance

Narrative :

THE PROB WAS PLT/CTLR MISUNDERSTANDING. IT WAS THE END OF A TYPICALLY TIRING DAY. AN EARLY MORNING SHOW TIME, AND 3 ROUND TRIPS FROM ORH TO LGA, WITH AN EVENING FINISH. APPROX 8 HRS 30 MINS OF DUTY WITH 6+ HRS OF FLYING. 15 MIN TURNS, NO BREAKS, NO MEALS, JUST HUSTLE, HUSTLE. THE OCCURRENCE HAPPENED AS WE APCHED ORH FOR THE LAST TIME. A KING AIR WAS AHEAD OF US, SO WE WERE HELD OVER THE MARKER, GOZZER NDB. IT WAS A PROPOSED 15 MIN HOLD. WE ENTERED THE HOLD WITH A TEARDROP TURN AND BECAME ESTABLISHED INBOUND AT 5000 FT. GOZZER IS 7 DME OUT, WE WERE AT ABOUT 10 DME WHEN THE CTLR SAID 'CROSS GOZZER AT 4000 FT, CLRED ILS RWY 29' JUST AS WE HAD ANTICIPATED HE WOULD. WE HUSTLED DOWN TO 4000 FT AND REACHED IT BY 1 DME FROM GOZZER -- ON THE LOC -- THE GLIDE WAS 1 1/2 DOTS BELOW, BUT RISING TO MEET US. WE WERE BREAKING OUT OF THE THIN BROKEN LAYER AND CONTINUED THE APCH. THEN THE CTLR ASKED 'ARE YOU TAKING IT STRAIGHT IN?' 'YES' I SAID 'CONFIRM CLRED THE APCH.' WE REPLIED 'CROSS GOZZER AT 4000 FT CLRED THE APCH.' I REPLIED, 'CLRED ILS RWY 29 ORH -- WE DID CROSS GOZZER AT 4000 FT.' THEN HE TURNED US OVER TO THE TWR. THE REMAINDER OF THE FLT WAS UNEVENTFUL. BUT HIS QUERY ABOUT TAKING IT STRAIGHT IN CONFUSED ME. SO I CALLED HIM. IT TURNS OUT THAT HE EXPECTED ME TO MAKE ANOTHER TURN IN THE HOLD, CROSS GOZZER AT 4000 FT OUTBOUND, THE DSND TO 3000 FT (AUTH ONCE ON THE APCH WITHIN A MIN OF GOZZER) IN THE HOLD, THEN CAPTURE GS AND CONTINUE THE APCH. I DO NOT REMEMBER IF WE WERE OR WERE NOT IN RADAR CONTACT AT THIS POINT OR OF IT WAS A FACTOR. IN HINDSIGHT, I SHOULD HAVE DONE WHAT HE EXPECTED. IT WOULD HAVE BEEN PRUDENT, BUT I FEEL HAD HE HAVE SAID 'CROSS GOZZER AT OR ABOVE 4000 FT OUTBOUND, RPT INBOUND CLRED ILS RWY 29' OR VERBIAGE THAT WOULD HAVE CONVEYED HIS EXPECTATION, I WOULD NOT HAVE BEEN CONFUSED. I DID WHAT I DID BECAUSE I WAS ESTABLISHED ON THE APCH, CLRED FOR THE APCH AND SUFFICIENTLY STABILIZED TO CONTINUE IT. OUR TELEPHONE CONVERSATION CLRED UP SOME CONFUSION. THERE WERE NO CONFLICTS AND THE CTLR WAS HAPPY I CALLED TO DISCUSS THIS WITH HIM. I FEEL IT WAS A MISUNDERSTANDING CAUSED BY FATIGUE, MY EXPECTATION WAS DIFFERENT TO THE CTLR. I HAD NEVER DONE IT THIS WAY IN 4 YRS OF FLYING AT ORH, 'LAST LEG ALMOST DONE-ITIS' AND A CLRNC THAT I FELT DID NOT ADEQUATELY CONVEY THE CTLR'S WISHES. I OBVIOUSLY CONFUSED HIM ALSO, AS I DID NOT DO WHAT HE EXPECTED ME TO DO. A LEARNING EXPERIENCE -- IF I AM UNSURE OR FEEL THE CLRNC IS AMBIGUOUS, I WILL ASK FOR CLARIFICATION.

Synopsis :

A BE1900 PIC MAKES A STRAIGHT IN ILS APCH TO RWY 29 FROM THE HOLDING PATTERN, XING THE LOM AT 1000 FT ABOVE PUBLISHED ALT. ORH, MA.

Time

Date : 199906

Day : Mon

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : RIC.Airport

State Reference : VA

Altitude.MSL.Single Value : 6800

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.TRACON : RIC.TRACON

Make Model : Baron 58/58tc

Aircraft / 2

Controlling Facilities.TRACON : RIC.TRACON

Make Model : Jetstream 31

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 2250

Experience.Flight Time.Last 90 Days : 280

Experience.Flight Time.Type : 375

ASRS Report : 441967

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 2250

Experience.Flight Time.Last 90 Days : 280

Experience.Flight Time.Type : 375

ASRS Report : 441967

Person / 3

Function.Controller : Approach

Events

Anomaly.Altitude Deviation : Excursion From Assigned Altitude

Anomaly.Altitude Deviation : Undershoot

Anomaly.Conflict : NMAC

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Became Reoriented

Resolatory Action.Flight Crew : Returned To Assigned Altitude

Resolatory Action.Flight Crew : Took Evasive Action

Resolatory Action.Controller : Issued New Clearance

Supplementary

Problem Areas : ATC Human Performance

Problem Areas : Environmental Factor

Problem Areas : Flight Crew Human Performance

Narrative :

CTLR: 'BARON, YOU HAVE TFC 1 O'CLOCK, 2 MI, APPROX 5000 FT.' JETSTREAM: 'AT 7000 FT, I AM LOOKING AND SEE THE LNDG LIGHTS AND RPT TFC IN SIGHT.' 'NOT SO' THE JETSTREAM PLT, 'I AM AT 6000 FT' AND CTLR INSTRUCTS 'MAINTAIN VISUAL TO THE JETSTREAM AND CLB AND MAINTAIN 7000 FT.' I HEAR THE CTLR TALKING TO THE JETSTREAM PLT SAYING SOMETHING LIKE, 'THE BARON HAS YOU IN SIGHT AND MAINTAINS VISUAL. HE WILL CLB THROUGH YOUR ALT, DSND AND MAINTAIN 3000 FT.' I SAW HIM STILL FAR AWAY AND THOUGHT THAT I BETTER HURRY UP TO 7000 FT. MY CLB WAS VERY QUICK AND AS I LEVELED OFF, THE JETSTREAM CAME VERY QUICK CLOSER. BECAUSE OF THE QUICK CLB, MY PERFORMANCE WAS REDUCED SO THAT I HAD ONLY THE OPTION FOR A DIVE. WHEN I GOT THE AIRPLANE'S NOSE DOWN, THE JETSTREAM PASSED JUST AHEAD AND ABOVE. THE DISTANCE AT NIGHT IS HARD TO JUDGE, BUT WE MISSED MAYBE BY 100 FT HORIZ AND VERT. AFTER PASSING AND LEVELOFF, AGAIN I CHKED MY TKOF NOTES TO FIND OUT WHAT WENT WRONG. I DISCOVERED THAT THE ALTIMETER ON THE ATIS IN RIC WAS 29.74 AND I MISREAD IT AND HAD 29.94. WHEN I LEVELED OFF AT 7000 FT, I LEVELED ACTUALLY AT 6800 FT AND CAUGHT THE JETSTREAM IN ITS DSCNT.

Synopsis :

BE58 WITH WRONG ALTIMETER SETTING ADDS TO HAZARDOUS NATURE OF NMAC AT RIC.

Time

Date : 199907

Day : Tue

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : GTF.Airport

State Reference : MT

Altitude.MSL.Bound Lower : 38000

Altitude.MSL.Bound Upper : 39000

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.ARTCC : ZLC.ARTCC

Make Model : Falcon 50

Person / 1

Function.Flight Crew : First Officer

Experience.Flight Time.Total : 4700

Experience.Flight Time.Last 90 Days : 60

Experience.Flight Time.Type : 700

ASRS Report : 444068

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 3

Function.Controller : Radar

Events

Anomaly.Altitude Deviation : Excursion From Assigned Altitude

Anomaly.Non Adherence : Clearance

Independent Detector.Other.ControllerA : 3

Resolutive Action.Controller : Issued New Clearance

Supplementary

Problem Areas : ATC Human Performance

Problem Areas : Flight Crew Human Performance

Narrative :

I WAS THE PNF OPERATING THE RADIOS. WE CHKED IN WITH A CTLR WHO WAS WORKING 2 FREQS. WHEN FINALLY ABLE TO CHK IN, HE REPLIED WITH OUR CALL SIGN. THEN HE RESPONDED WITH WHAT I THOUGHT WAS OUR CALL SIGN FOR A DSCNT TO A LOWER ALT. I RESPONDED WITH OUR CALL SIGN DSNDING TO FL290. DSNDING THROUGH THE FIRST THOUSAND FT, CTLR RESPONDED BY SAYING WE WERE NOT AUTH FOR A DSCNT. HE THEN CLRED US FOR A DSCNT. I RESPONDED THAT I DID ACKNOWLEDGE THE INITIAL CLRNC. I BELIEVE THERE WAS NO CONFLICT CAUSED. I THINK WHAT HAPPENED WAS THE PERSON WHO THE CLRNC WAS FOR RESPONDED ON THE OTHER FREQ THE SAME TIME WE DID. WITH THE CTLR WORKING 2 FREQS, HE PROBABLY BLOCKED OUR RESPONSE OUT. ALSO WAS THE FACT WE WERE AT THE POINT IN FLT WHERE WE WERE GOING TO ASK FOR DSCNT SO IT SEEMED NATURAL TO BE GIVEN IT. I THINK FATIGUE PLAYED A ROLE AS I WAS UP AT XA00 AM AND IN THE OFFICE DOING PAPERWORK ALL DAY. WE WERE SUPPOSED TO LEAVE AT XC00 PM BUT WAS DELAYED UNTIL XB00 PM. IT FELT LIKE A VERY LONG DAY.

Synopsis :

DA50 CREW HAD ALTDEV.

ACN: 444240

Time

Date : 199907

Day : Tue

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : SAT.Airport

State Reference : TX

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : SAT.Tower

Make Model : Cessna 401

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 1975

Experience.Flight Time.Last 90 Days : 150

Experience.Flight Time.Type : 150

ASRS Report : 444240

Person / 2

Function.Controller : Ground

Events

Anomaly.Incursion : Runway

Anomaly.Non Adherence : Clearance

Independent Detector.Other.ControllerA : 2

Resolutive Action.Controller : Issued Advisory

Resolutive Action.None Taken : Detected After The Fact

Supplementary

Problem Areas : ATC Human Performance

Problem Areas : Flight Crew Human Performance

Narrative :

AFTER UNLOADING CARGO I NEEDED TO RELOCATE THE AIRPLANE TO THE FBO RAMP, AND CALLED GND CTL FOR PERMISSION TO TAXI. CTLR ISSUED INSTRUCTIONS WHICH I ACKNOWLEDGED. MY UNDERSTANDING WAS THAT I WAS TO CROSS RWY 3 AND THEN CROSS RWY 12L AND HOLD SHORT OF RWY 12R. AFTER XING RWY 12L THE CTLR STATED 'THAT WAS RWY 12L YOU JUST CROSSED, DO NOT CROSS ANY OTHER RWY WITHOUT PERMISSION.' I DON'T KNOW IF THE CTLR MISSPOKE HIS CLRNC TO ME, OR IF I JUST HEARD ONE THING AND VISUALIZED ANOTHER. IN MY MIND'S EYE, I WAS ALWAYS CLRED TO CROSS THE FIRST PARALLEL RWY, AND HOLD SHORT OF THE SECOND. IT HAD BEEN A LONG DAY, NEARING 13 1/2 HRS OF DUTY TIME WHEN THIS HAPPENED. FATIGUE MAY HAVE BEEN A FACTOR.

Synopsis :

C401 PLT HAD RWY INCURSION.

Time

Date : 199908
Day : Wed
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.MSL.Bound Lower : 20000
Altitude.MSL.Bound Upper : 21000

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.ARTCC : ZZZ.ARTCC
Make Model : Small Transport, Low Wing, 2 Turbojet Eng

Component / 1

Aircraft Component : Altitude Alert
Aircraft Reference : X
Problem : Improperly Operated

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 8500
Experience.Flight Time.Last 90 Days : 85
Experience.Flight Time.Type : 1200
ASRS Report : 445870

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Radar

Events

Anomaly.Altitude Deviation : Undershoot
Anomaly.Non Adherence : Clearance
Independent Detector.Other.Flight CrewA : 1
Resolutory Action.Flight Crew : Returned To Assigned Altitude

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

PART TIME PLT FOR OUR COMPANY SET THE ALT FOR 20000 FT. THE CTLR GAVE US 21000 FT. I WAS LOOKING FOR TFC AND DIDN'T SEE HIM MAKE THE MISTAKE. OUR COMPANY NEEDS BETTER TRAINING AND OUR PLTS ARE VERY TIRED AND HAVE A LOT OF STRESS.

Synopsis :

CPR FLC UNDERSHOOTS CLRED ALT.